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JAPAN PREPARED Diet Told

The Japanese navy has already worked out a plan which takes into full consideration American developments in the Pacific, the Vice-Minister for the Navy told the Diet in Tokyo yesterday.

Moreover, he pointed out, the American programme called only for the expenditure of \$240,000,000 on their fortifications in the Pacific, including Guam Island. He added: "Japan will not feel any serious menace to her national defence from fortifications on such a scale." — Reuter.

NO OFFER MADE TO JAPAN

No proposals have been made by Britain regarding any Japanese move to the south, it was learned in London yesterday.

There have been various contacts between the Japanese Ambassador, Mr. Mamoru Shigemitsu, and the Foreign Secretary, Mr. Anthony Eden, and in Tokyo between the British Ambassador, Sir Robert Craigie, and Japanese statesmen.

At these exchanges, the British view of dangers in the Japanese southward expansion has always been made clear but these statements of view are in no sense proposals. — Reuter.

Belgrade Incident

The police emptied a cinema in Belgrade yesterday following a pro-British demonstration during the showing of a news-reel in which the British King and Queen were shown.

This action was taken after three official warnings had been given without effect and repeated attempts by the managements to restrain the audience had also failed.

Showing of the news-reel concerned has now been banned. — Reuter.

Battle Fleet Sweeps The Central Mediterranean

(By Reuter's Correspondent with the
Mediterranean Fleet)

WHILE SOME UNITS OF THE FLEET CONTINUE TO MAINTAIN COMMUNICATIONS ALONG THE LIBYAN COAST, THE MAIN BATTLE FLEET, IN A FOUR-DAY OPERATION IN THE CENTRAL MEDITERRANEAN, BEAT OFF GERMAN DIVE-BOMBERS AND SUCCESSFULLY COVERED THE PASSAGE OF CONVOYS.

Making a determined effort to break up and sink a British convoy under the powerful protection of British warships, dive-bombers operating from Italian bases, attacked the Fleet near the scene of the former unsuccessful attack against the aircraft-carrier *Illustrious*.

The British ships were undamaged and the German planes were driven off with losses.

"Yesterday the Italian High Command communique claims that a German air formation attacked a British naval squadron in the eastern Mediterranean, hitting one big but unidentified warship so seriously that she probably sank (There was no confirmation in London of this claim).

This time the Germans had as target another aircraft-carrier but, probably still smarting from the heavy toll exacted by fighters from *Illustrious* in the earlier attack, the enemy planes confined themselves to dropping bombs at other units of the Fleet.

Prolonged Sweep

In addition to escorting a number of fast merchantmen safely the warships carried out a prolonged sweep according to plan undisturbed by either dive-bombers or the Italian fleet, of which there was still no sign.

All day enemy shadowing planes tried to keep track of the Fleet's movements but they quickly disappeared when fighters took off from the aircraft-carrier.

The fighters overtook a formation of Heinkel bombers which was taken completely unawares. (Continued on Page 16)

MR. CHURCHILL'S FRANK TALK WITH MR. SHIGEMITSU

Reuter's diplomatic correspondent learns from well-informed Japanese circles in London that the interview between the Japanese Ambassador and Mr. Churchill yesterday was very fruitful and should greatly contribute to dissipate certain misunderstandings that have arisen between the two countries. — Reuter.

U.S. ARMY VOTE

President Roosevelt is asking for over \$3,000,000,000 for the Army's emergency defence needs.

Actual sum requested is \$3,812,000,000. It is an additional appropriation for the balance of the current fiscal year and includes \$292 million to expedite the production of equipment and supplies, and \$888 million for the Air Corps. — Reuter.

INDO-CHINA ARMY LEAVE CANCELLED

THE MILITARY authorities in French Indo-China have cancelled all army leave, according to Paris radio yesterday.

The French Far Eastern fleet is reported to be cruising in the Gulf of Siam. — Reuter.

(SPECIAL TO "CHINA MAIL") "Within the next 36 hours." According to messages received in Kwong Chow Wan last night, the Indo-China Government has issued an urgent message to French residents warning them to be prepared for an emergency. Our Own Correspondent.

ERITREA ADVANCE

British operations in Italy's East African possessions continue to advance on all fronts.

Italian troops holding positions in Eritrea have been dispersed by British forces advancing from the north and many prisoners were taken.

The advance towards the south continues.

On the road to Gondar, in northern Abyssinia, the advance of British elements is developing satisfactorily.

The R.A.F. has been very active in various African battle zones.

In Eritrea, a South African squadron on Sunday destroyed eight Italian planes on the ground and damaged several others at Makale, in a machine-gun attack. — Reuter.

WASHINGTON ENQUIRING

THE GERMAN CLAIM TO HAVE SUNK A STEAMER CALLED "CANADIAN CRUISER" IS BEING INVESTIGATED. MR. SUMNER WELLES, U.S. ASSISTANT SECRETARY OF STATE, DECLARED YESTERDAY.

THE STEAMER WAS SAID TO BE FLYING THE UNITED STATES FLAG AND TO BE CARRYING UNITED STATES MARKINGS. — REUTER.

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Cleaning up the debris after a heavy German raid on Portsmouth. The "debris" in the possession of the bluejacket suggests how close the Nazis got to military objectives.

CHINESE GIFT TO AIR RAID VICTIMS

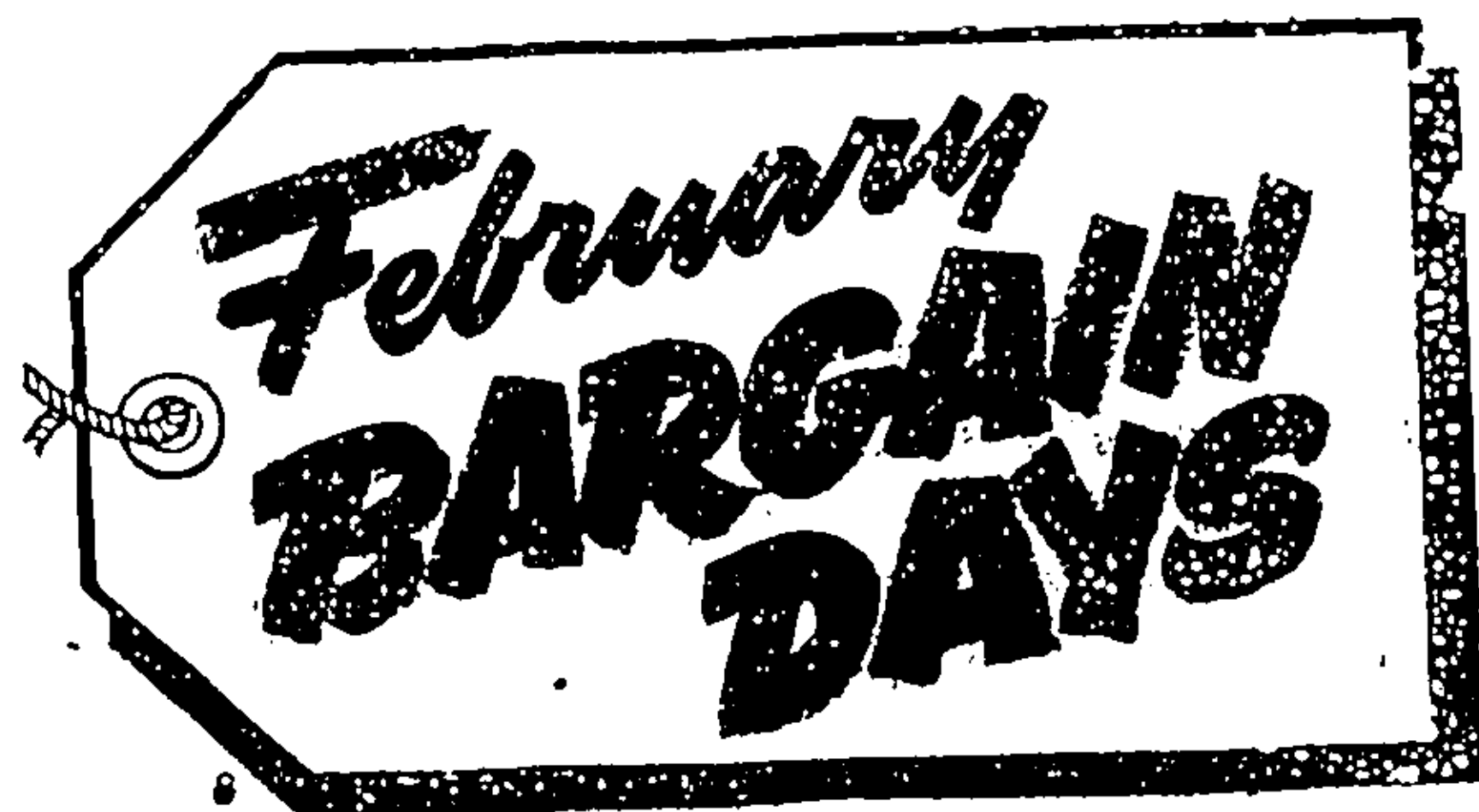
Forwarding £65 to the Lord Mayor's Air Raid Distress Fund from members of their Chinese staff in China, a London business firm wrote:

"We feel this is proof of the sympathy with which the British cause is viewed at the other end of the world as a worthwhile dividend on the generous help given by the Lord Mayor's Relief Fund a couple of years ago to China."—Reuter.

BOMBERS FOR ROYAL DUTCH NAVY

TWO MORE BOMBERS HAVE BEEN PRESENTED TO THE ROYAL DUTCH NAVY BY THE "PRINCE BERNHARD FUND," WHICH ACTS AS A WORLD-WIDE DUTCH WAR WEAPONS COMMITTEE.

Altogether 64 Spitfires and 23 bombers have now been presented to the Dutch and British forces by Free Dutch all over the world.—Reuter.



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Britain's New Fortress Of The North

(From Reuter's Special Correspondent at Reykjavik)

IN THE NINE MONTHS since British troops occupied this remote island of Iceland no time has been wasted in converting it into a fortress of the far north.

Permanent camps have been laid out, roads built and defences constructed. Britain has now consolidated her northernmost military outpost of Iceland and British army headquarters here are confident that no attempt by Germany to oust the British there would have the slightest chance of success.

R.A.F. RAIDS IN ALBANIA

British aircraft have been continually bombing Italian positions in the area of the Skumbi Valley, Elbasan, Ilin and Podgradetz from 3 o'clock yesterday morning, says Reuter's special correspondent on the Albanian frontier.

Italian troops in this area have been reinforced during the past week.

Further south, in the Devoll and Vovusha Valleys, artillery was heavily engaged yesterday. Several local actions are reported in which Italian infantry attacks were repulsed with heavy losses.

In the Ostravitz Mountains the Greeks captured an important height dominating the Italian advanced positions.

Dukazi Attacked

Supporting the Greek operations the R.A.F. successfully bombed Dukazi, north-west of Tepelini, during Sunday, states a communiqué from R.A.F. headquarters in Greece.

Buildings were hit as well as enemy positions to the southward, while bombs were seen to burst on anti-aircraft batteries.—Reuter.

INDIA'S PART IN THE WAR

AFTER A TRIBUTE TO THE GALLANTRY OF THE INDIAN TROOPS IN LIBYA, ERITREA AND ABYSSINIA, MR. L. S. AMERY, SECRETARY FOR INDIA, DEALING WITH INDIA'S WAR EFFORT, SAID YESTERDAY THAT INDIA WAS NOW ONE OF THE GREATEST INDUSTRIAL COUNTRIES IN THE WORLD, AS WELL AS ONE OF THE GREATEST PRODUCERS OF FOODSTUFFS AND RAW MATERIALS.

She was already making her own rifles, machine-guns, field artillery and ammunition and 99 per cent. of all miscellaneous equipment for her forces.

The Indian Army, Mr. Amery said, was being rapidly expanded to a force of 500,000 men armed, trained, equipped and mechanised on a modern scale, exclusive of troops already serving abroad.—Reuter.

The troops are cheerful and in excellent health, although having to contend with an erratic climate.

The food is good, mostly bought locally, and sickness has been remarkably low.

English beer is now brewed for the British troops by an Icelandic firm.

Intensive training has been carried out, including a mock invasion. Training in mobile warfare is a special feature.

Special Arctic equipment has been issued and skis supplied in large numbers. The British soldiers have taken well to skiing.

Vocational Training

Vocational training is popular and there is tremendous interest in foreign languages. Many officers and men already speak the local tongue fluently.

Local leave is often used to tour the waterfalls, hot springs and other sights of Iceland, but no home leave has yet been granted except in a few cases for compassionate reasons.

Relations between the High Command and the Icelandic Government are excellent.—Reuter.

MR. EDEN SEES GENERAL CATROUX

AS SOON AS HE ARRIVED IN CAIRO THE FOREIGN SECRETARY, MR. ANTHONY EDEN, RECEIVED GENERAL CATROUX, LEADER OF THE FREE-FRENCH FORCES IN THE MIDDLE EAST, IT IS NOW REVEALED.

Mr. Eden congratulated General Catroux on the part played by the Free French forces in the defence of Egypt and against the Italians in Abyssinia, and on the notable contribution which French soldiers, sailors and airmen were making in the fight against the common enemy.—Reuter.

RAIL FOOD CRITICISED BY MINISTER

The Minister of Transport is "very dissatisfied" with the food arrangements on the railways.

Amid cheers, the Minister, Colonel Moore-Brabazon, said in Parliament:

"The British public, patient as they are, will not tolerate the bad train services existing at present on an empty stomach."

"If the railway companies cannot, and I cannot, arrange very early a betterment of this position, I am going to call in Lord Woolton (Food Minister)."

TO ATTEND THE WAR CABINET

Mr. R. G. Menzies, the Australian Premier, will attend meetings of the War Cabinet during his visit to England, it was officially announced in London yesterday, says Reuter.

LUFTWAFFE REINFORCEMENT IN BALKANS

Large reinforcements of the Luftwaffe have left Austria for Rumania and Italy in the past few days, according to reliable reports received in Belgrade yesterday.

Units of ground staffs have also been going to Italy.—Reuter.

Famous Scientist Lost

An aeroplane carrying the discover of insulin, Sir Frederick Banting, which had been missing since Friday, has been located.

The Canadian Munitions Minister, Mr. Howe, made this announcement in the House of Commons in Ottawa yesterday.

There are indications that someone is alive in the plane, which is in a small bay.

Mr. Howe said a machine equipped with skis was on the way to investigate.

A message was written in the snow near the grounded aircraft.

Canadian officials in Montreal said that a man seen on the Newfoundland coast is believed to be Captain Mackey, commander of the aircraft.—Reuter.

KING WITH POLISH AIRMEN

King George, while making a tour of inspection of R.A.F. aerodromes recently, visited several Polish squadrons.

His Majesty subsequently expressed his appreciation of the smartness and enthusiasm of the Polish airmen.

The Polish Commander-in-Chief, in reply, assured His Majesty that Polish airmen are proud to fight wing to wing with the R.A.F. and consider it a privilege to be serving at the same time their own country and Britain in the common noble cause.—Reuter.

PETROL LACK DELAYS A.R.P.

Lack of petrol is blamed by Chelsea Borough Council for delay in improving A.R.P. shelters.

The War Emergency Committee reported: "Our chief problem has been the inability of the manufacturers, owing to the shortage of petrol to deliver the large quantities of steel ordered by us from the mills."

"This is a serious hindrance in our plans and we have taken the matter up with the petroleum officer concerned."

ANGLO-GREEK DISCUSSIONS

The Greek Minister in London had an interview with Mr. Winston Churchill yesterday, says Reuter.

TRIAL OF STRENGTH IN SPRING

Hitler's Threat In Munich Beer Cellar Tirade

Intensification Of U-Boat Attack

IN AN HOUR AND A HALF'S TIRADE, BROADCAST FROM THE MUNICH BEER CELLAR YESTERDAY, HITLER FORECAST THAT A "TRIAL OF STRENGTH" WITH BRITAIN WOULD COME IN THE SPRING.

He threatened intensification of submarine warfare, exclaiming: "Our new U-boats are now ready."

RED TAPE PUTS 230 IN PERIL

Two hundred and thirty men employed on vital work at a big West of England engineering plants are not only forced to stop work every time the sirens go but are actually sent into danger.

In every other department men continue to work after the Alert, but the unlucky 230 are told that they must go to shelters a quarter of a mile away.

All the way they run the risk of being hit by shrapnel—and the shelters are now flooded and cannot be used.

The 230 have over their heads while in the workshop a roof of glass protected with wire netting. The men do not consider it particularly dangerous and asked permission to work on. This was refused.

So that, the shelters being unusable all the men could do was to stand in the cold in a position far more exposed than if they had continued at work.

If the sirens sound after six o'clock they are now told to go home, thus losing their wages.

"It's a farce," one employer told a reporter. "It's no help to stand about in the cold and danger when we are willing to do as the Government says and carry on. Spotters are engaged at the works—but not for these 230."

BOMBED-OUT STILL HAVE FAMILY LIFE

Bombed-out Londoners are re-making their lives in a West End community centre in which each family has a room of its own, but where all join together for meals, dances and entertainments.

The centre consists of four large houses requisitioned by the City of Westminster and the scheme is run by the Y.W.C.A.

"Persons wishing to indulge in grumbling or rudeness should apply to the billeting officer for other accommodation" is one of the rules.

Private Room

"Each of the four houses has a large general sitting-room with a cheerful fire, where everyone can meet," an official said.

"Each family has a private room. The large basements have been struttled, bricked, and turned into comfortable dormitories with separate stretcher beds.

"Communal feeding has been arranged and excellent meals served. A doctor attends twice weekly.

"One of the largest reception rooms has been made into a club-room, where Keep, Fit classes, weekly dances and sing-songs are held.

The charge for all meals and other amenities is 10s. a week for an adult 6s. or less for a child."

He revealed his intention to use the conquered peoples of Europe to increase German armaments, when he declared: "I used the power of the German nation for this purpose in good time. I am resolved to use Europe for the same purpose if necessary—in fact, I am doing so."

Sneering at Britain because she "had to look for victories" in the Middle East, he said: "We shall find them wherever they go and strike where our blows will be most destructive."

Hitler affirmed that the ties between Germany and Italy were "indissoluble."

The first part of Hitler's speech was, as customary, taken up with a review of the history of the Nazi movement and a denunciation of the Versailles Treaty.

"It is seldom that a politician can face the same audience 21 years after he first addressed it to repeat to them the same programme he presented on the day of the foundation of the party," exclaimed the Fuehrer.

The speech was broadcast from all German stations and relayed to Italy, Bulgaria, Rumania, Yugoslavia, Finland and Switzerland.

Many Reich Ministers and gauleiters were present in the Beer Cellar.

Versailles

"I have studied the Versailles Treaty as no other man did," Hitler exclaimed. "I have not forgotten it even to-day."

Exclaiming that Germany was not fleeing others but following a form of economy which was of use to Germany, Hitler said: "States cannot be built on capitalism. Those who think they can prevent the rising of a people by waging war will find they have only speeded it up."

"It will not be the gold standard which will emerge from this war."

Hitler finished speaking after an hour and a half at 5.45 p.m.

Nazi Methods

Paying a special tribute to women Nazis, who "have always stuck to me even in bad times," Hitler said Nazi methods were unattractive to many but "I was a soldier from the front, where I got used to rough times."

After speaking for 45 minutes Hitler's historical review had reached the year 1923.

Referring to his relations with Mussolini, Hitler said: "When I have chosen a man I stick to him. The bond which unites our revolutions is insoluble and it is the same with the two men."

"If there is a time when one of them is better off and the other worse off, the former will help the latter, because it is the common enemy we are going to defeat."

New U-Boats

Numerous British warships, he said, were tied up in the Mediterranean. Numerous British planes were tied up in North Africa. Numerous British land forces were also tied up and it was only now that the German sea warfare would start.

"We have been waiting for our new U-boats."

"Two hours ago I received reports that German surface warships and U-boats had sunk 215,000 tons of shipping in two days, but in March and April a naval warfare will start such as the enemy never expected."

"Wherever Britain touches the Continent we shall face her. Wherever British ships cruise our

U-boats will be sent against them until the hour of decision arrives.

"I have learned to wait but I have not been idle during that time."

British Victories

"Last autumn the British said 'If he tried to land now it doesn't matter; in the spring of 1941 Britain will win her victories on the Continent.'"

"Well, they have transferred their victories elsewhere and we have had to run after them, but we shall find them wherever they go and strike at them where our blows will be most destructive."

The German nation and army, party and state, were indissoluble. Only a few fools could ever think of revolution in Germany.

"I have taken many Democratic enemies in the past and have always been victorious."

Spring Is Coming

"I am grateful to Fate that if this struggle was necessary it has come during my lifetime, and while I am still feeling fresh and vigorous."

"I am feeling more fresh than ever now for Spring is coming, and the time when we can measure our strength again."

"We have miraculous victories behind us. I am convinced Providence will bestow its blessing on us in the future to which I look with fanatic confidence."—Reuter.

CHANNEL PORTS BOMBED

Further details of Sunday night's attack by the R.A.F. on the docks at Calais and Boulogne were given in an Air Ministry communique issued yesterday.

The communique states that large fires were started at Boulogne, many bursts being observed in the dock area.

At Calais, shipping and docks were set on fire. One aircraft failed to return from these operations.—Reuter.

MR. MENZIES HAS TALK WITH PREMIER

Mr. R. G. Menzies, the Australian Premier, saw Mr. Churchill at the week-end and had a lengthy conversation on matters bearing on his visit to Britain.

Yesterday afternoon Mr. Menzies had a talk with the Dominion Secretary.—Reuter.

HITLER'S CLAIM FANTASTIC

Hitler's claim in his speech yesterday that the Germans had sunk over 200,000 tons of shipping, was characterised in authoritative quarters in London as "fantastic and as far removed from the truth as such German announcements have usually proved to be."

It is recalled, for instance, that on the occasion of the Jervis Bay convoy the Germans claimed to have sunk the whole convoy, totalling 86,000 tons, but in fact 33 out of 38 ships in the convoy had come safely to port.—Reuter.

MR. WILLKIE GETS AN INVITATION

The Australian Government have officially invited Mr. Wendell Willkie to visit Australia, announced the Acting Prime Minister, Mr. Fadden, in Sydney yesterday.—Reuter.

DEMAND FOR COMPULSORY EVACUATION

National Executive Committee of the Labour Party passed a resolution in favour of compulsory evacuation of children from danger areas, with provision for contracting out.

The committee had considered a report from the standing joint committee of industrial women's organisations, which recently decided that children in especially vulnerable areas should be evacuated compulsorily.

The question of the children's education was one of the main reasons which led the executive committee to take this decision.

Another reason was to secure the safety of children from injury, both physical and mental.

In many of the danger areas children are not being educated. In some reception areas there are not enough children to warrant the opening of fully equipped schools.

If the children were compulsorily evacuated, it would mean that such schools could be established.

DEAD SAVING HER CHILD

A MOTHER WAS KILLED PROTECTING HER BABY WHEN A HIGH EXPLOSIVE BOMB FELL IN A LONDON STREET.

Demolition workers who were clearing away the debris told how they found the mother's body covering the baby in the Anderson shelter in which she had taken refuge. The infant was unhurt.

Several houses were destroyed and many others damaged, and although there were a few other casualties, the mother was the only person killed.

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NURSES OF 18 WERE HEROINES

"They were simply marvellous." That is how the matron of a bombed hospital in south-east England described the heroism of her staff during a night air-raid in which a nursing sister was killed at her post.

Seven others were dug out of the debris injured.

The majority of the nurses were probationers of about eighteen years of age, undergoing training.

"They carried on with the work of removing patients with a coolness and courage that words cannot describe," said the matron.

While the rescue work was proceeding in pitch darkness, another German plane selected the hospital as a target and dropped an oil bomb. It started to burn, but was immediately tackled by the A.R.P. staff, who soon had it extinguished.

All the time German planes were overhead, and splinters from anti-aircraft shells were falling among them.

The night staff were joined by nurses off duty who rushed to assist their colleagues, by A.R.P. workers from a neighbouring town and by about fifty members of the Home Guard who arrived within about ten minutes of the first bomb.

"One of the porters worked particularly hard throughout the night," said the matron, "and it was only this morning that we discovered he had been injured but had carried on despite his injuries."

"I had a narrow escape, and I don't know yet who it was who saved me."

FINED £5 FOR SALES TRICK

Messrs. Goodworths Stores, Ltd., of Oak-lane, Shepherd's Bush, were fined £5 at West London and ordered to pay one guinea costs for imposing a condition of sale on the purchase of eggs.

Marion Pennington, formerly a clerk with the Hammersmith Food Control Committee, said she asked for three eggs.

When she admitted she was not a registered customer, the salesman said that the eggs were for registered customers only, but added that if she made another purchase he would give her the privilege of having two eggs. "I bought some cheese and I got the two eggs," she said.

A food control officer said the Ministry of Food recognised that retailers were keeping eggs for registered customers to stop people going round collecting them. Imposing a condition of sale was another matter.

KING CHANGES TITLE OF THE A.M.P.C.

The title of the Auxiliary Military Pioneer Corps has been changed to that of the Pioneer Corps.

The Secretary of States for War, states in a written reply that the King has approved the change in view of the services which the corps has rendered.

"As regards the grant of the distinction 'Royal,' he adds, 'I think it would be better to follow the normal practice and postpone consideration of such a matter until the end of the war.'"

MAGIC STUDIO

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A hospital was among the places hit in a raid on the London area recently and a nurse and some patients were killed. Photo shows little patients who were in a damaged ward of the hospital, photographed in another ward, also damaged. (Copyright, Fox).

BOMBER COMES DOWN PETITION BY WIFE OF SAFE AMID HOUSES DANCE BAND LEADER

BY THE LIGHT OF FLARES THE PILOT OF A VICKERS WELLINGTON LONG-RANGE BOMBER BROUGHT HIS PLANE DOWN "ON A POSTAGE STAMP" IN A SOUTH COAST TOWN.

Petrol was getting short and it was pitch dark as the pilot, on his way back to his base after a trip to Italy, circled the town and picked out a landing place.

He skimmed the roofs of houses and landed on a piece of land little larger than the bomber itself.

The bomber was hidden to view behind rows of houses, and one woman charged six-pence a head to everyone who wanted to go through her house to look at it.

She will hand over £15 to the local Spitfire Fund as a result.

In a supplementary list of cases there are 683 matrimonial causes for hearing in the Divorce Division during the present term. They will follow a large number of cases in the previous supplemental list, issued in July which have still to be heard.

There are 452 undefended petitions, 176 defended, twenty-three undefended nullity suits, and five nullity cases which are defended. There are also twenty-seven petitions on the ground of insanity.

One petition, which is not contested is that of Mrs. E. M. Winnick against her husband, Maurice Winnick, the dance band leader.

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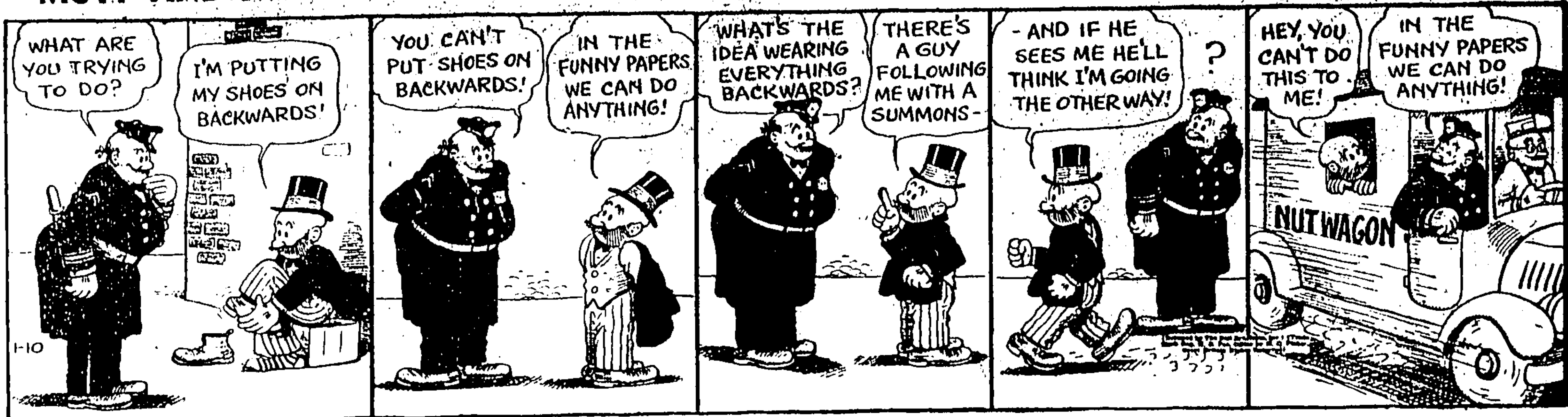
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MUTT AND JEFF

By BUD FISHER



SURGEONS CUT WOUND TOLL

In one convoy of sixty severely wounded men who arrived from Dunkirk only two died and no amputations were necessary. Yet in the last war the death roll would probably have been fifteen with amputations carried out for another fifteen.

Mr. A. Dickson Wright, distinguished Wimpole Street surgeon, quoted these figures in London to illustrate the amazing progress which medical science has made in the treatment of wounds.

"At present the surgeon feels himself on top of this wound question, except in one respect in which we must still confess ourselves beaten—the matter of shock," he added.

"In the last war treatment, as we now see, was entirely on the wrong lines. Wounds were dressed daily with gauze, which stuck to the raw surfaces. The wound is now laid freely open and all damaged tissues cut cleanly away and left widely open.

"Our profession has at last realised that nature is the best healer if left free from meddling interference. Still, there are many multiple wound cases who pull through only with the aid of the commonsense, humanity and genius one finds in the perfect nurse."

BLACK-OUT TESTS

It has now been decided that dimmed navigation lights can be used during the black-out by the Star Ferry, Yaumati Ferry and the fire floats.

It is also notified that

(a) Certain lighting trials connected with street lighting and the lighting of premises will be carried out during the nights of 26th and 27th February, 1941.

(b) Authority has been given to relax certain of the lighting restrictions laid down in the Black-out Order to certain dockyards and other premises, the owners of which have been informed.

(c) The Fire Brigade will be carrying out certain exercises, and flares will be lit in certain parts of the city to simulate fires.

HIS HAMMER KILLED HIM

A carpenter, Bernard Christopher Boardman, fifty-one, of Kensal Road, North Kensington, London, working at a London factory, stood on a ladder to use a hammer weighing three-quarters of a pound.

After coming down, he moved the ladder, but forgot he had left the hammer on top. It fell about 10ft. and struck him on the head. He died in hospital.

8 WEEKS, THEN ARMS JOBS

Girls have proved their worth in the training course that fits men and women for engineering work in munitions.

Experience has shown that if women are keen they are intelligent workers and sometimes speedier than men.

Already a number of women have completed an eight weeks' course in various parts of the country and have been absorbed by factories.

At a London technical institute an instructor said: "I had rather wondered how women would stand up to the work, but they managed very well."

"They ask more questions than men, but often show a latent mechanical sense and master the job. They seem pretty quick with their fingers."

Keeness Needed

The training course is prepared by the Ministry of Labour in conjunction with the technical education authorities. It has been adopted in various parts of the country, particularly in the Midlands Lancashire and Yorkshire and Tyne-side.

The scheme is a development of that originally aimed at reducing the hard core of unemployment, and now embraces men and women of all stations willing to cooperate.

The London institute is typical of others.

Men willing to be trained are interviewed by the principal, who has wide discretionary power.

"Keeness is the main requirement," he explained. "Our demands are very elastic and there are no rigid rules."

The men agree to work on a forty-eight-hour week basis for eight weeks and are given tuition qualifying them as centre lathe turners or fitters.

They are paid while having training.

WEDDING RING

WEDDING RING HE WAS TO HAVE PLACED ON HIS BRIDE'S FINGER LED TO THE IDENTIFICATION OF A MAN FOUND DEAD IN THE WRECKAGE OF A HOUSE IN SOUTH-EAST ENGLAND.

He was Douglas Leonard Stares, aged twenty-six. Beside him lay the body of his bride-to-be, Miss Phyllis Evans, twenty-four.

They had been having supper at the house of a friend when a bomb made a direct hit on the house.

The couple were to have been married at Wandsworth Register Office.

They had been engaged for two years.

Miss Evans was buried in her Welsh home town.

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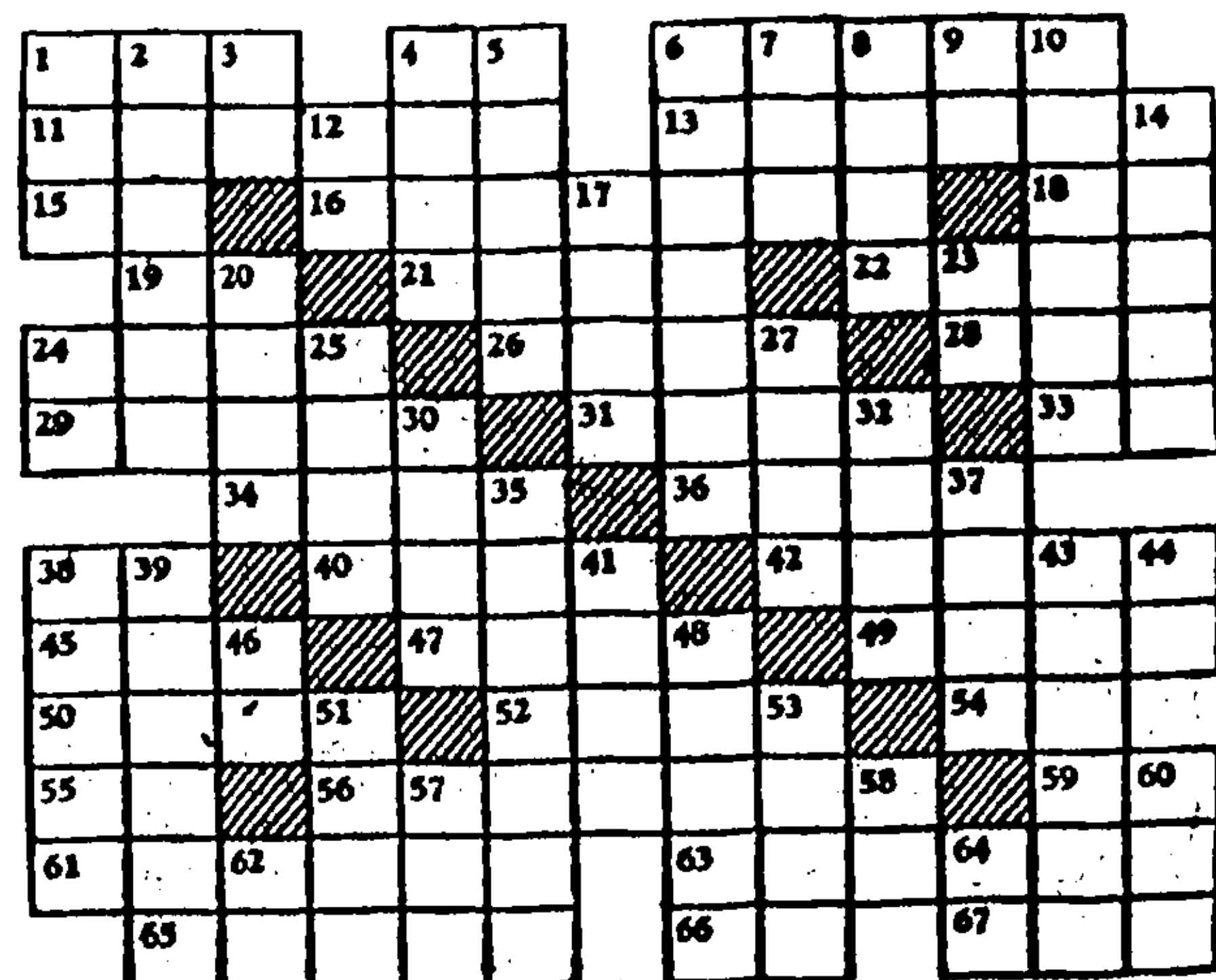
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HORIZONTAL

- 1 Literary scraps
- 4 Babylonian deity
- 6 In the midst of
- 11 Planet
- 13 To fasten
- 15 Land measure
- 16 Smothered laugh
- 18 Half an em
- 19 Sun god
- 21 Lamb's pen name
- 22 To cld
- 24 Cryptogamous plant
- 26 Hoisting apparatus
- 28 Feaster
- 29 Aroused
- 31 Reverboration
- 33 Testimonial deity
- 34 To snit
- 36 Weird
- 38 Symbol for cadmium
- 40 Kinda deity
- 42 BRILLIANT
- 43 Inlet
- 47 To rant
- 49 Tidy
- 50 Unoccupied
- 52 Dealt in
- 54 Japanese measure

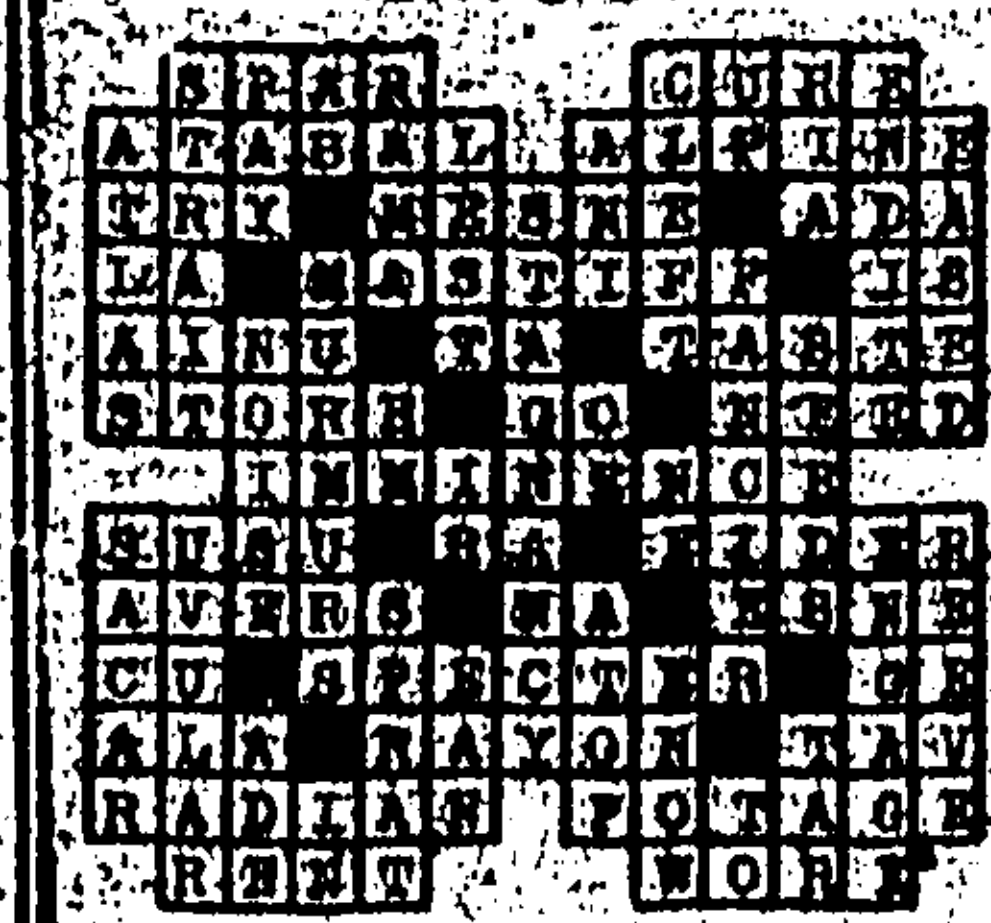
VERTICAL

- 1 King of Judah
- 2 Bigoted
- 3 By
- 4 Sea-eagle
- 5 Feeble-minded
- 7 Distrustfully
- 8 East-Indian tree
- 9 African herb
- 10 Greek letter
- 11 European country

You and me

- 14 To penetrate
- 17 To quote
- 20 Ancient musical instrument
- 23 Prefix: two
- 24 Colloquial: mother
- 25 To slip
- 27 Exclamation to attract attention
- 28 At all
- 32 Algerian seaport
- 35 Subterfuge
- 37 Belgian river
- 38 To corrugate
- 39 Large sea-ducks
- 41 River in England
- 43 Navigated
- 44 French conjunction
- 46 Mulberry
- 48 Choicest part
- 51 Gaelic
- 53 To appportion
- 57 Devoured
- 58 Symbol for ruthenium
- 60 South American linguistic stock
- 62 What?
- 64 Preposition

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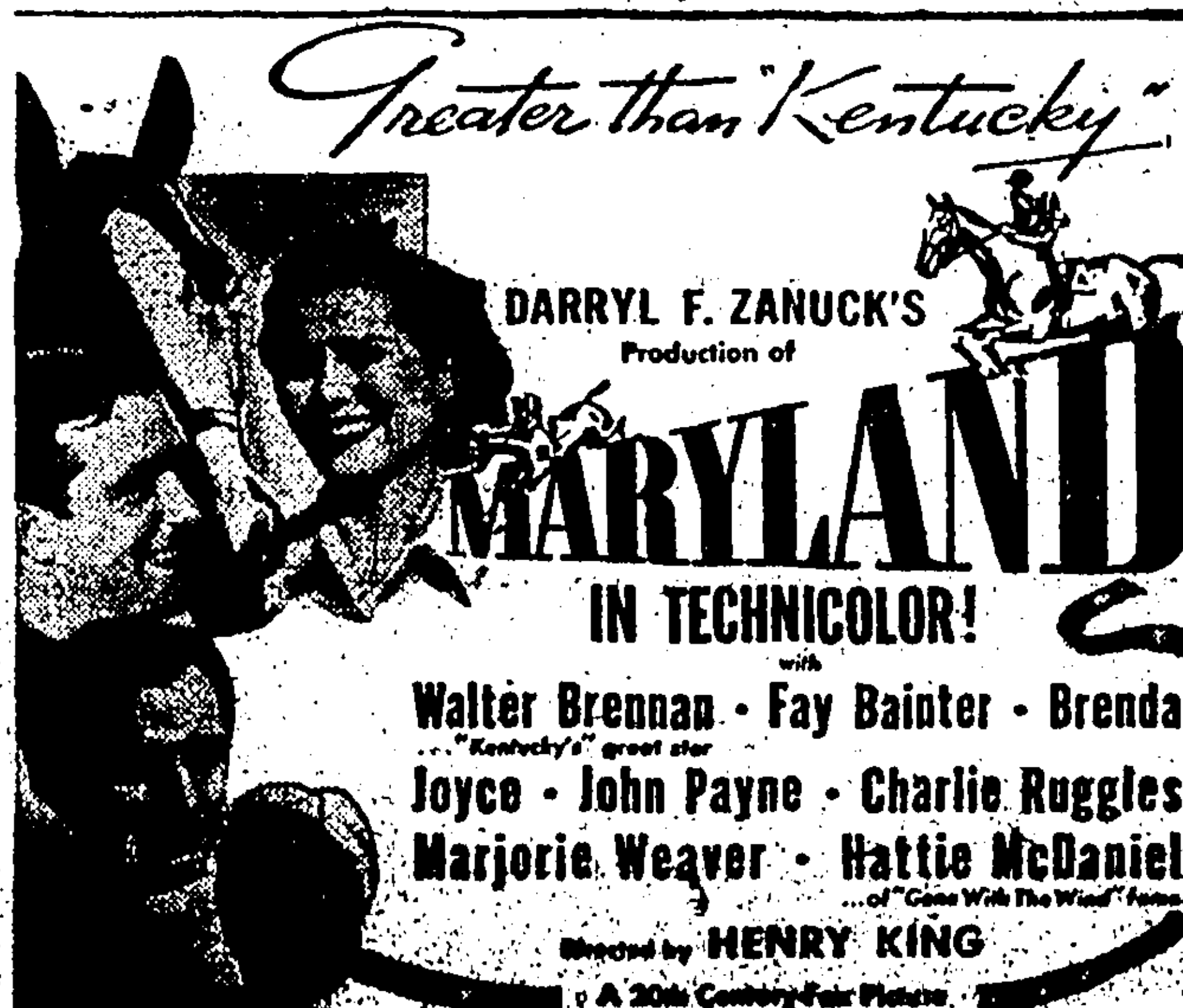
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BRITISH IN AFRICA MEET HUGE TASKS

(By MAJOR CLAUDE S. JARVIS)

TO APPRECIATE THE VASTNESS OF THE AREA IN WHICH GENERAL SIR ARCHIBALD P. WAVELL'S COSMOPOLITAN ARMIES ARE OPERATING ON WHAT MAY BE TERMED THE NORTH-EAST AFRICAN BATTLEFIELDS IT IS NECESSARY TO UNDERSTAND THAT IT IS ABOUT AS LARGE AS THE CONTINENT OF EUROPE.

Over the whole of this area we have the advantage of internal lines of communication, but internal lines of communication have not the same significance in lands separated from one another by hundreds of miles of desert as they have in Europe.

We have, however, the added advantage of command of all the seas, with the possibility of employing it to transport troops and supplies to various ports, and in any case we have a far better position than the Italians, who have no communications whatsoever except perhaps a ship or two that might run the gauntlet of our blockading submarines to Tripoli.

Five Widely Varied Fronts

There are at present no fewer than five fronts on which our forces are engaged—Libya, Eritrea, Ethiopia from the Eastern Sudan, Southern Ethiopia from Kenya and Italian Somaliland. On virtually all these fronts climatic conditions vary with latitudes from intense cold in Libya to torrid heat in Somaliland, and the kit worn by our men on the Mediterranean coast would be quite unsuitable if they were transferred to reinforce the front farther south.

The same applies, to a certain extent, to the mechanised units and their transport, for vehicles suitable to the Libyan terrain may not meet the requirements of the rough tracks on the Ethiopian fronts, where possibly it is being found that the ubiquitous camel and mule are in some cases the most efficient means of running up supplies.

The cold in Libya is intense, as one may gather from war photographs showing our troops fighting at midday wearing "tin hats" over Balacava helmets. It is improbable, except in the highlands around Cirene and the Jebel el-Achdar area south of Derna, that the temperature falls much below the freezing point, but the southeast wind blowing in from the high desert, which in Summer is like a blast from an oven, in Winter is most bitterly cold and penetrating.

Accompanied, as it is sometimes, by a driving, icy rain, it is extremely difficult to believe that the thermometer is registering only some 40 degrees, and in the desert there is no cover from the bitter blast.

The wind whistles down the wadis and gorges and swirls into what appear to be sheltered nooks. The only draughtless spots are the horseshoe circles of the big sand dunes, where the calm presents discomfort from a constant shower of falling sand.

One of the most difficult phases of those desert operations is the maintenance of rifles and machine-guns in working condition when all the oiled parts of the mechanism are continually clogged and gritty with sand. The Arab method of wrapping the rifle breech with a rag and blocking the muzzle with a wad has obvious disadvantages when an enemy patrol may be lurking around every rocky corner.

In A Fruitful Wilderness

Lieut. Gen. Henry Maitland Wilson's forces in Libya now are operating on what is known as the Barka promontory, which can best be described as a fruitful wilderness where man's hand, helped by a slightly increased rainfall, has prevailed over the semi-desert condition of the northern part of the Cyrenaican province. All those who know the Libyan coastal belt have been struck by the fact that it appears to lie some ten miles too far south to experience a satisfactory rainfall and become a fertile land, though possibly the shivering troops may not agree with this view point.

Many rainstorms—the particularly important ones are those in October, which allow the plowing and sowing of corn, and those of March, which swell the grain in the ear—fall to come inland at all, remaining useless by drifting ten miles to sea.

The Barka promontory, which juts into the Mediterranean 100 miles, obtains benefit from the falls that do not visit the rest, and this accounts for the comparative prosperity of this area and the wide orchards of palms, pomegranates and figs, with banana groves, on the actual coast.

Situated on the inland slopes of Jebel el-Achdar is the old green town of Cirene, which 2,000 years ago had a population of more than 100,000, and it is in this area that most of the Italian and Sicilian emigrants settled in the years prior to the war. Operations here may in some respects be more difficult than was the case farther east around Sollum and Bardia, for, with the cover provided by the wide, spreading palm groves and fruit orchards, the Royal Air Force and the Navy will not find the same easy, conspicuous targets of their earlier operations.

On the other hand, some supply problems will be solved automatically, as the vegetable ration—one of the most important in the desert—will no longer be necessary in this land of fruit and plenty.

As this is written, British troops appear to be meeting resistance at Mekili, which is a junction on the southern road connecting Derna and Benghazi. This road runs south of the high plateau of Jebel el-Achdar and takes a more direct route than the coastal road through Tolmeita and Tokra. Along the southern shore of the Gulf of Siari the same semi-desert conditions prevail as in Egyptian Libya and for 400 miles the Italians' strategic road winds through the sparsely settled coastal belt, where a few of Premier Mussolini's emigrants try to cultivate the desert sand.

"Free French" Applauded

The "Free French" push northward from the Tibesti area, in their own territory, to Murzuk, in the Fezzan oases, was a most daring and arduous operation, as 400 miles of comparatively waterless and particularly harsh desert had to be covered before they came in contact with the Italian outposts at Murzuk itself.

This unexpected stroke was more important from the viewpoint of general morale than as strategy, as the isolated oases in Libya—Kufra, Murzuk and Sebha—must fall into British hands automatically when Italian communications with the coast are cut.

As a gesture of what the "Free French" forces can do it is extremely important and it might possibly influence their compatriots.

On the southern fronts in Eritrea, Western Ethiopia, the Kenya border and Italian Somaliland, the terrain varies enormously, and whether it is rocky mountain country or wide stretches of desert sands it is equally difficult for the advance of forces of all arms. From the viewpoint of defence, the nature of the country offers every facility, but so far the Italians appear to have made little use of this advantage.

Eritrea, where the water supply difficulty is not so acute as in Somaliland, the troops engaged include African and Indian regiments. Troops from the Indian frontiers will be adapted to this

TALK OF SILENT AIRCRAFT

Some interest is attached to a recent report from Washington that a steam-power unit for aircraft will probably be submitted to the United States Army authorities in the near future, says the Air Correspondent of the "Manchester Guardian." The engine, it is stated, is a turbine developing 3,000 h.p., and is noiseless.

Engineers in the United States and also in Germany have made several attempts to evolve a steam engine for aeroplanes. Some years ago two brothers named Bessler constructed a small machine powered with a two-cylinder compound engine of 150 h.p. which was supplied with steam from a Döbel generator. Several flights were made at Oakland aerodrome, California, with this aircraft, and so silent was the running of the engine that the pilot was able to converse with people on the ground from a height of 200 feet.

Six years ago another American submitted a steam driven aeroplane design to the United States Army Air Corps. The layout consisted of a central boiler installed in the fuselage with two 18 by 36 inch turbines arranged in the wings, each developing 1,500 h.p. The design was not accepted.

Turbine Experiments

In Germany experiments have been made with a Huettnier turbine constructed for aircraft, and some years ago plans were worked out for a big aircraft powered with a single Huettnier engine of 2,500 h.p. It was calculated that its speed would be 270 m.p.h. and that it would be able to fly at 43,000 feet.

The substitution of the steam engine for the petrol engine would be a radical change, and as the possibilities of the former in aircraft use are virtually unexplored it is extremely unlikely that any developments will be made for a considerable time. Nevertheless American interest in the steam-driven aeroplane is not without some significance.

form of fighting. Though the rocky hills of Eritrea are smaller than their native Himalayas, and leading them are British officers who have spent their lifetime in frontier mountain campaigns.

The Italians' Difficulties

The presence of British troops on the old caravan trade route from Mafamma to Gondar in Ethiopia is intended probably as a gesture and proof to Ethiopian insurgent forces that we are on the march within their frontiers. The South African and Rhodesian troops now entering Ethiopia and Italian Somaliland are faced with 450 miles of desert before they reach their objective. British Somaliland, the recapture of which, despite comparatively small strategic importance, will be of considerable moral value not only in Ethiopia but in all countries of the Middle East.

Whatever difficulties may face the various expeditionary forces, there is the satisfaction of knowing that those with which the Italians have to contend are infinitely greater.

They are cut off absolutely from all supplies and with rapidly dwindling stocks of gasoline, ammunition and aeroplane spare parts, are facing determined thrusts on five separate fronts, together with constantly increasing pressure on their communications and outlying posts from Ethiopian loyalists.

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CHINA MAIL
WINDSOR HOUSE

PETAIN'S DILEMMA

The continued attacks upon Marshal Petain's government by the German-controlled press of Paris, admittedly with support from Berlin, plainly indicates the necessity, from the victors' viewpoint, of bringing further pressure to bear upon that obstinate soldier-statesman. Evidently he is not taking the German medicine as willingly as its compounders think he should; and he still holds the reins in unoccupied France. The new Constitution he has decreed documents and legalises his dictatorship. He can dismiss, punish and replace Ministers as he pleases. The consultative council with which he has replaced Parliament can be counted upon to do precisely what he tells it to do. Berlin, obviously, is uneasy as to how he will use his power.

The argument advanced in Vichy to make such a situation palatable is that a Petain dictatorship will be of great advantage in negotiating the peace terms which ultimately will end the present armistice, but apparently that does not satisfy the Germans. They probably begin to realise that there are two sides to that view. If Petain should demonstrate that he will act in consonance with a public opinion to be sensed rather than expressed, he will be strong; if he intends to force upon his people a cooperation with Germany antagonistic to their every instinct, the peace thus attained will endure only so long as there are sufficient German bayonets to uphold it. Nevertheless they still hope to use the Marshal, if they can.

The touchstone of his intentions, as the Germans see it, is what he intends to do about Laval. It is still insisted that Laval must return to the Cabinet in some capacity; otherwise further negotiations with Germany will bog down in hopeless deadlock. But Berlin wants more than that. It seems to be insisting upon the Marshal's granting power to this man whom all France, and the outside world to boot, regards as Hitler's willing tool in the defeated state. Petain's hesitation in going that far is the stumbling block. No one knows better than the Marshal himself how much vigilance

For the second time in our generation the American people are greatly concerned about a war which Britain is fighting, and Americans very much need to understand why their country should be so deeply involved in the fate of Britain. The accepted doctrines of international law and the usual formulae of American foreign policy do not help. For while in theory it is laid down that all foreign powers look alike to Americans and that with some do they have a special relationship, in practice they do not take this view.

Twice they have proclaimed neutrality and twice, when Britain was in great peril, they have gone to her support. The question which any sober citizen must ask himself is whether twice we have strayed from the true doctrine under the pressure of propaganda, or whether the doctrine of American indifference to the fate of Britain is not contrary to the real interests and, therefore, to the actual practice of the American nation. Are we misled by propaganda or are we compelled by realities?

If 1917 had been the first time and 1941 were only the second time we were involved in a great British war, a plausible case might perhaps be made out for the idea that the British-American connection is the work of propagandists. But the fact is that while Americans have quite easily remained neutral in most wars—for example, the Crimean, the Franco-Prussian, the Sino-Japanese, the Russo-Japanese, and the Balkan wars—there has never been a great war between Britain and the dominant power of Continental Europe in which Americans did not participate. Moreover, there has never been a serious crisis in American foreign relations—the so-called quasi-war with France, the Louisiana crisis with Napoleon, the War of 1812, the crisis of the Grand Alliance

which led to the Monroe Doctrine, the French invasion of Mexico, the Civil War, the Venezuelan affair, the Spanish War, the first World War, the conflict in the Far East and the Pacific, and now the second World War—in which our

By **WALTER LIPPMANN**

relations with Britain, co-operative or antagonistic, were not the paramount and decisive consideration in American foreign policy.

Surely, then, there must be something wrong with the theory of our neutral indifference to Britain, and something very superficial in the talk that propagandists have suddenly and recently invented the British-American connection. A relation so profound and so persistent and, in every practical test, so controlling must reflect enduring geographic, historic and political realities.

In fact, the relationship is ancient and is deep. Far from its being the work of recent propagandists, the British-American connection is a continual development since the end of the sixteenth century—since the defeat of the Spanish Armada gave the English-speaking men the control of the North Atlantic Ocean. For three centuries and a half, since the generation just before the English-speaking settlers began to come to this continent, the ocean between the British Isles and North America has been held by English-speaking men. This has meant that on both sides of the ocean, regardless of political forms, the same kind of civilisation established itself, and it has meant that, whatever the differences—often very serious—among the English-speaking peoples, their common interest has been so fundamental that they have always stood together against

any other power which threatened to invade the North Atlantic world.

The British-American connection was founded about a hundred years after Columbus discovered America—in fact, during the reign of Queen Elizabeth—after the triumph of British over Spanish sea power in 1588. Before that victory there was already a great Spanish empire in the Americas extending from Florida to Peru. But there were no English-speaking settlements. They were not begun until 1607 in the generation after the naval victory in the English Channel. Because that naval battle was not lost but won, the ocean highway was opened to the settlement of Virginia and of Massachusetts Bay by men who spoke English and read the English Bible and adhered to the English common law.

This is the origin of the British-American connection—the common control of the North Atlantic which has insured the development of a common civilisation in the British Isles and in North America. Ever since this beginning the English-speaking peoples on both shores of the North Atlantic have in the end always stood together to expel other military powers from this region, to defend it against the entrance of any other military power.

Therefore, in every war between Britain and any European power seeking the domination of Europe and of the ocean highways to the rest of the world, Americans have participated. For, contrary to the general belief in this country, 1917 was not the first American participation in European affairs; the truth is that there has never been a great British war in Europe, and there have been many in which America was not involved.

In the sixteenth century, as we have seen, the British struggle with Spain decided the very possibility of the settlement of the United States by English-speaking men. In the next century, in the British struggle with Holland it was determined that New York should be New York and not New Amsterdam. Beginning in 1639 and ending in 1815 there were fought a great series of wars between Britain and France which determined that Canada and the Mississippi Valley and New England and the West Indies should belong to the English-speaking peoples. In all those wars Americans participated—in what we call in our history books, King William's War, Queen Anne's War, King George's War, the French and Indian Wars, and the quasi-war with France.

Thus, though Americans fought the British to win their independence in 1776, though they fought them in 1812, though the two nations have quarrelled dangerously over many matters, yet as against all other European powers that have had designs on this hemisphere or upon the control of the North Atlantic Ocean, they have since the beginning of our history stood together. They stood together against Spain from the days of the Armada, through the negotiations which led to the Monroe Doctrine, to the Spanish-American War of 1898. They stood together against the France of Louis XIV, of Louis XV, of Napoleon I, and, when in 1859 they did not at first stand together, Napoleon III invaded and conquered Mexico. They stood together against the European alliance of Prussia, Russia, Austria and France, against the Central European alliance under the Kaiser William II and now they are again standing together—against the Nazi empire of Adolf Hitler.

Is it conceivable that this history of more than three centuries is the work of clever propagandists and warmongers? Is it not evident that the British-American connection could not be so persistent if it were not always renewed by the compulsion of geography and by the ties of an indissoluble and irreversible history? Can any small and superficial explanation account for the fact that the English-speaking peoples in the North Atlantic, whatever their differences among themselves, have always stood together when there was any serious threat from any other quarter?

'Planes For England

Bombers, bombers, bombers!

All the talk about American aircraft production for England seems to centre around bombing planes rather than pursuit ships. The layman is inclined to inquire why. It would seem that the smaller, faster fighters are what is needed to keep bombers off Britain, and these could be turned out more rapidly.

But from talks with technicians and military men several reasons for the procedure appear. In the first place, the British with their decentralised plants are almost cockily confident of their ability to turn out, even under fire, the Hurricanes, Spitfires or other pursuit types. Moreover, they are close enough to be able to adopt most quickly any changes of design and armament which combat experience shows to be needed.

Comparatively speaking, the design for bombers is more settled, more like the construction of the large passenger transport planes in which American builders have done exceedingly well, and apt to be able to make use of the mass production facilities of the American motorcar industry.

Finally, the large bomber types and even some of the medium bombers have enough fuel capacity and flying range to be capable of being flown across the Atlantic to the fighting zone, whereas the pursuit planes, being built for relatively short flights, must be taken over in cargo vessels.

will be required to insure that the aid he perforce denies to Britain shall not covertly be extended to her bitter foe.

Hence, one will hear more soon about the four-engine flying boats of the PBV series which are already being delivered in some numbers by the Consolidated Aircraft Company of San Diego, Calif., either by way of Bermuda or over the North Atlantic. As the fog lifts in the spring, the ten-hour northern route from Newfoundland will become more and more usable. By May it is expected that the Boeing Company of Seattle will be in production with its "flying fortress."

By **Tully Nettleton**

ed that the Boeing Company of Seattle will be in production with its "flying fortress."

Thus far the American 'plane most heard from in English use is the Lockheed-Hudson, not primarily a combat 'plane but a reconnaissance or patrol 'plane of great manoeuvrability and usefulness. A new model of this 'plane is on the way.

In the field of medium or dive bombers, called "attack" planes by the American Army, the British are receiving supplies of the Douglas DB-7 and Martin 167, both ordered originally by the French. The factories reportedly are turning out about three a day of each of these models. In addition of which the Douglas Company will eventually have the production of its new plant and Martin will have an added plant at Omaha, Neb. The new Martin B-26 bomber is to draw extensively on the automobile industry for parts.

At Buffalo, N.Y., the Curtiss division of Curtiss-Wright is producing eight fighter planes a day for Britain, according to recent announcement. These are of the single-engine P-40 type. Production on the Lockheed P-38 and

the Bell Airacuda pursuit types apparently depends in large part on engine production, particularly production of the relatively new liquid-cooled Allison engine on which the General Motors plant of Indianapolis has reached an output of around 300 a month.

The much larger and longer established production of high-horsepower aviation engines in the United States is in the air-cooled types, with Wright Aeronautical and Pratt & Whitney as the principal manufacturers. Each has a current output in the neighbourhood of 1,000 motors a month, with additional facilities under construction.

Within four or five months the Packard Motor Car Company expects to be in production with its edition of the Rolls-Royce Merlin engine. Shortly afterward Henry Ford will be turning out some of the 4,000 Pratt & Whitney-type engines which he has contracted to build for the War Department, and within the year Buick also will be producing Pratt & Whitney engines and Studebaker will be building Wright engines.

Actually the total reported production of 799 military aeroplanes in December exceeded a schedule which forecasts deliveries of 1,500 planes a month at the middle of 1941 and of 30,000 planes for the full year of 1942. On a conservative basis of one-half of American production to Britain, T. P. Wright, Defence Commission consultant, calculated that parity in total air forces between Britain and the Axis would be reached early in 1942. Since it is proving possible to allot more than half to Britain, the turning point may come sooner.

What we see to-day is what the British and the Americans have always in the end been compelled to see—that both must survive and be strong or neither can be truly secure and independent. When the British and the Americans have seen this truth clearly, both have profited immensely; when they have lost sight of it temporarily, they have suffered seriously. They saw the truth clearly in the first phase of Napoleon and we obtained Louisiana. They saw it clearly in the Canning-Rush negotiations and Latin America was guaranteed its independence. The British did not see it clearly in 1859, and Louis Napoleon was permitted to invade Mexico; they did not at first see it clearly during our Civil War and the British ruling class very nearly connived at the destruction of the Union. They saw it clearly in 1898 and stood between us and the intervention of Germany on the side of Spain. In 1917, but only when the situation was grave, we saw that the survival of Britain was an American interest. In 1941 once more, but again slowly, dimly and tardily, we see that the survival of Britain is an American interest.

The testimony of experience is more revealing than abstract theorising, private wishing, and ancestral prejudice: that testimony is conclusive that the North Atlantic Ocean joins the British Isles and North America in one inseparable system of security. Thus the British are the first line of our defence and we are the final citadel of the British defence against all who invade the ocean which connects the homelands of the English-speaking peoples.

OIL'S VITAL ROLE IN THE WAR

MUCH OF THE WORLD SITUATION TURNS ON OIL, SAYS A CORRESPONDENT OF THE NEW YORK "TIMES." THE NEW POWER FORCES NOW ARISING IN EUROPE AND THE FAR EAST WILL NEVER BE ABLE TO BUILD THE VAST EMPIRES OF WHICH THEY DREAM WITHOUT ACQUIRING THESE STRATEGIC OIL AREAS. IF THEY SHOULD SUCCEED IN GETTING THEM THEIR DREAMS WOULD HAVE MUCH GREATER POSSIBILITY OF COMING TRUE.

In particular, success of British forces in Africa and Greek forces in Albania, backed up by Turkish and Russian diplomatic resistance, has balked for the time being the pursuit by the Axis powers of their objectives in the Near East. One of their primary objectives in this part of the world is oil.

The Near Eastern countries of Egypt, Iraq and Iran and the Persian Gulf fields had a total production, before the present conflict, of roughly 370,000 barrels daily and a potential much in excess of that. Altogether there are nineteen known fields. In addition there are nine refineries in this area with a daily combined capacity of more than 400,000 barrels. The most important refinery, at Abadan, Iran, has a capacity of 280,000 barrels per day, while at the Haifa terminus of the pipe line from Iraq the refining capacity is 40,000 barrels. Rumania, under Nazi tutelage, has halted petroleum shipments to Turkey. These amounted in the first half of 1940 to 702,475 barrels, a 580 per cent. gain over the same part of 1939. The large increase in Turkey's takings of Rumanian production was due to her inability to obtain supplies from North America and the U.S.S.R. which were her usual sources prior to the war.

Iraq's Output

It is relatively easy to turn over part of Iraq's output to Turkey, but a more difficult transportation problem is faced in supplying Greece. The latter increased her imports from Rumania 51 per cent. during the first six months of 1940, with total takings of 470,370 barrels.

Exactly how is Germany situated to-day with respect to petroleum supplies? To answer that is most difficult, even for the best experts outside the Reich.

When war started in September, 1939, almost every one believed that it would follow the general pattern of the World War. Few people expected continuation of the "war of nerves" earlier launched by Hitler. It has been precisely Hitler's use of this new technique of bloodless victories that has enabled him to conserve his oil supplies. Obviously he has not forgotten General Ludendorff's confession in his memoirs that it was chiefly because of inadequate oil reserves that the German General Staff was forced to sue for peace in 1918.

Civilian Consumption Cut

Another factor making for conservation of petroleum resources is the policy pursued by all belligerents of keeping civilian consumption to a minimum. According to estimates by E. M. Friedwald, Greater Germany's annual oil requirements, including the Protectorate, in September, 1939, stood at approximately 9,000,000 tons. Of this total, civilian needs, consisting largely of motor fuel, accounted for about 30 per cent. or 3,000,000. Demand for the balance came from industry and the military establishment.

However, consideration must be given to the estimated 8,200,000 tons normally required by the conquered nations of France, Holland, Belgium, Norway and Denmark. Even if these normal demands are drastically reduced, Mr. Friedwald points out, the strictly civil requirements for all territory within the present Reich frontiers is at the very least 5,000,000 tons a year. On the other hand, German production from all sources, including synthetic and crude oil output, is estimated at 4,280,000 tons. Thus domestic output would be short approximately 720,000 tons in servicing restricted domestic wartime demand.

There are only two other sources available to the Nazis—the U.S.S.R. and Rumania.

Russia's Excess Small

Both because of the growth of the Soviet industrial and military machine and the fact that the Soviet oil industry is now falling considerably behind the scheduled plan, Russia has little petroleum to spare. Her oil exports have ceased except to such countries as Sweden, with whom she has trade contracts. Nevertheless, she may still continue to send from 200,000 to 300,000 tons annually to the Reich, largely in the form of lubricating oil.

Rumania produced in 1939 some 6,240,000 tons, of which she exported 4,178,000, mostly in the form of finished products. During that year the Reich and former Czechoslovakia received 1,285,153 tons, or 31 per cent. of total exports. Now that Rumania's oil policy has been taken over by the Nazis it seems safe to say that exports to Germany will be increased, while Rumania's own domestic consumption will be forcibly reduced. Therefore it appears likely that German imports from this source alone may reach 3,000,000 tons, if transportation equipment is equal to the task.

Thus, granting that Germany succeeds in all her endeavours to obtain oil, these figures clearly indicate her inability to wage an intensive and long-drawn-out conflict. Maximum estimates place German oil reserves held in storage at the start of war at 4,500,000 tons. Add this figure to expected imports from Rumania (3,000,000 tons) and allow for the domestic shortage (720,000 tons) and there remain 6,780,000 tons annually available for purely military purposes.

Blitzkrieg Demands

Since about 120 divisions took part in the Holland-Belgian-French offensive, with roughly 3,000 aeroplanes in action from four to six hours daily, the estimated oil requirements of this force, according to the best available sources, were 1,500,000 tons in its six weeks' operation. Even at a somewhat lower average this would mean an annual consumption of over 10,000,000 tons a year. The weakness of the Nazi petroleum situation was further emphasised recently by Hugh Dalton, Great Britain's Minister of Economic Warfare, who pointed out that the inadequate reserve which Germany possessed at the time of her surrender in 1918 was 1,000,000 tons.

But the Nazis have other difficult problems to face. One of these is the extremely weak petroleum position of their Italian ally.

Under normal conditions Italy consumes approximately 2,500,000 tons of petroleum products annually. Although Mussolini has made every effort to encourage exploration and development of crude oil sources, not more than 10,000 tons annually are produced in Italy. Albania supplied small quantities which have probably been cut off by the British and Greek raids made upon Valona.

In 1939 Italy got 636,760 tons from Rumania and filled the remainder of her needs through imports from the United States, Venezuela, the Dutch West Indies, Mexico and to a lesser extent Colombia. These latter sources are no longer available because of the British blockade. Moreover, Italy's storage facilities, believed to cover not more than seven months' requirements at the time of her entry into the war in June, are all above ground and therefore especially vulnerable to air attack by the British. Hence involvement of Italy in active warfare can only result in draining Germany's none-too-ample supply of petroleum.

Intensification of counter-attacks by British bombers and their reported concentration on the destruction of German refineries, oil depots and synthetic plants tend further to complicate any attempt at accurate estimates. According to Mr. Dalton the R.A.F. has bombed 90 per cent of Germany's synthetic-oil properties and 80 per cent of her mineral-oil refineries.

According to British Air Ministry communiques, there have been 200 attacks against oil facilities either in Germany proper or German-held territory since last July 1. Of these some 60 per cent. have been made against oil refineries. Meanwhile the Reich has undertaken construction of new hydrogenation plants. The largest, according to schedule, is at Bruch in the Sudeten area of former Czechoslovakia. This is reported to have a scheduled capacity of 5,000,000 tons of coal per year, and its oil production may possibly largely offset other losses. Just what the exact situation is cannot be known at present, though other competent commentators generally agree with Mr. Dalton's estimates.

Situation Of Japan

IN THE FAR EAST, GERMAN'S AXIS PARTNER, JAPAN, PRODUCES LESS THAN 10 PER CENT. OF HER EVER-GROWING OIL REQUIREMENTS.

In 1925 she arrived at an arrangement with the U.S.S.R. for the exploitation of oil in Sakhalin Island, from which the Japanese Navy receives part of its supply. In 1930 joint undertakings were entered into with Dutch capital for the development of oil-bearing properties in Borneo. Operation of the Fushan shale plants, in Southern Manchukuo, was initiated in 1936. It was the general belief at that time that this development would give Japan a degree of self-sufficiency.

However, she finds herself still dependent upon foreign sources for about four-fifths of her petroleum requirements.

The only sources in the Far East, other than those already mentioned, are in the Netherlands Indies, which exported 48,300,000 barrels during 1939. In contrast to this, according to rough estimates, stand Nippon's requirements of 25,000,000 barrels for civilian needs alone. The distance from Yokohama to Palembang, Sumatran terminal and refining port on the eastern coast of Borneo, is 2,700 miles, while the distance from Yokohama to San Francisco is 4,536 miles. The reason for Japan's interest in this area is therefore obvious.

Until recently some two-thirds of Japan's petroleum needs were filled from the United States. The decision of the United States Government to add petroleum to its list of commodities requiring export licences, and the banning of the export of aviation spirit, except to nations of the Western Hemisphere, has gone far toward accentuating Japan's petroleum problem. More important than this, however, is the United States ban on the export of tetraethyl lead, which is indispensable for the production of high grade gasoline having a high octane number.

700 FASCISTS HELD

The total number of persons detained under the Defence Regulations associated with the British Union of Fascists was about 700, it was announced in Parliament. The number released was about 100.

On the outbreak of war with Italy 4,200 Italians were interned. Some 700 of them had been or were members of the Italian Fascist Party. 410 Italian internees had been released.



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A 'CHUTE JUMP FROM DISABLED BRITISH BOMBER

"BALING OUT" they call it, and in cold blood it does not seem very attractive, says "Air-Gunner" in the "Manchester Guardian." Simple enough to hop over the side, rip the parachute, and go floating to earth. But supposing the parachute won't open? Or in the excitement and flurry one loses one's head? Such questions spring into the mind; but if ever the moment arrives when to stay in the plane means certain and swift destruction all speculations vanish away and that brown dumpy bundle becomes something precious indeed, the means of immediate salvation.

"Tail End Charlie" has often discussed such occasions with those who have jumped. He has envied such comrades the gold caterpillar they wear under their tunic lapel—a badge handed out by the makers of R.A.F. parachutes to those whose lives they have saved. He has wondered "what it is like." Now he knows.

The bomber has been a long way. The Alps are a long way behind. Everybody is pleased. There is plenty of petrol, but—wait! Through the dark air from the dark sea below them a star goes shooting to heaven. Another star, then another comes sailing upward.

"Some of our chaps are down in the drink," the captain deduces. Next moment Tail End Charlie's large feet are pointing at the sky as the aircraft dives. It is too black to see anything but the bright signal stars which the boys down there are firing while the bomber circles above, its wireless operator sending out S.O.S. calls and the little dinghy's position.

"Don't Lose Them"

"Keep circling, don't lose them," the answer comes back. "We're sending help." Keep circling they do, while slowly the dawn comes up and the petrol gauge needle quivers down towards zero. The crew are cold and wonder when they will get home. The captain is wondering how. Not one of them, if the matter were put to the vote, would think of pushing on homewards before help arrives. It is a dirty morning with clouds banking heavily like grey, curled moss, all to westward.

"Keep a look-out for destroyers," the captain tells Tail End Charlie, who is swigging a cup of hot coffee, "and keep an eye open for the Messerschmidt dawn patrol," he adds. It is almost broad daylight when the destroyer comes into view, and they see it draw up to the bobbing yellow dinghy. Tail End Charlie waggles his guns in farewell as the five in the little boat wave. Then they are off. Two hundred and fifty miles to their base and ten gallons in the tank. Are they going to make it?

It is eight o'clock and they are nearly at base when the engines begin to splutter. The captain has been sorely tempted to land twice on the way up at other flying fields, but wireless reports say the clouds go right down to the ground. A bomber can land in thick cloud, even reaching down to the ground, but not on a foreign airfield through unknown pylons and trees. No thanks! So with clouds below, and steep rocky hills beneath them, with no petrol left in his tanks, the captain makes up his mind.

Charlie Goes

"Prepare to abandon aircraft," he orders tersely, at the same time causing a magnesium-loaded bulb to flash in the tail turret. Poor Tail End Charlie, who is getting to feel a bit drowsy, has the start of his life, but acknowledges the signal both vocally and by means of a small signal lamp. He climbs out of his turret, clips on his parachute, opens the escape hatch in the roof, and waits for the word on the end of his intercommunication cable.

It comes. "Abandon aircraft," the pilot orders. "Tail gunner—go!" It is the tail gunner's dubious privilege to be first over the side. Everyone else is under the eye of the captain and leaves by the forward hatch. So the lonely man at the back goes ahead, to make sure that he goes away. In a Ser-

vice whose youthful traditions can rival the Navy's finest, it is needless to say that the captain goes last from his "ship."

Tail End Charlie takes off his helmet and climbs on the black horse hair "back rest." More than a third of his body is outside the plane. The slipstream pulls at his hair. The long fuselage stretches behind him to the glassed-in cabin in front. On either side stand the great tail fins, with the turret dome midway between them. He gazes down at the clouds. The sun shines here—but down there? Church spires? Pits? Lakes? Cliffs? The plane drives steady and smooth, with only that ominous splutter now and again.

Tail End Charlie pulls himself up, steps out on the tailplane, and drops! Tail End Charlie knew it was reckoned bad business to jump rolled up in a ball. He who starts somersaulting through space will find it a hard thing to stop—and, moreover, on ripping his parachute, may find himself tangled up in its cords and sailing to earth with head downwards. Tail End Charlie jumped straight as a lance, bearing two things in mind, which were: to pull the rip-cord as quickly as ever he could, yet to delay long enough to avoid the parachute fouling the aircraft. He intended to count up to twenty.

He had counted eleven when his hand (it seemed undirected) yanked on the cord. Simultaneously he experienced a murderous jolt on the jaw and a terrific jerk as the parachute belled out high above him. He found himself swung by his shoulders backwards and forwards, high, low, high, as if in some horrible swing-boat thousands of feet from the ground. He began to feel horribly bilious, but remembered, before he was actually sick, something else he had been told. Reaching up on the side to which he was swinging, he snatched on the cords, tipping out some of the wind. The swinging decreased. He looked round. Nothing to see—not the plane, not one of its crew.

His Autograph

Now he was floating quite smoothly. It seemed he was hardly moving. He looked down; the clouds were a long way below. He began to feel bored. Then—whoosh! He was suddenly in them—like diving in a cold pool. Down, down through the clammy, white vapour, and what a long time it seemed! Then he was out. Fields and trees coming up fast. Wallop! He landed like jumping down off a wall.

Tail End Charlie sorted himself from the tangle of cords and white silk. He was close to a hedge in a very large newly-ploughed field. He stood up, rallied himself. "Who?" said a bucolic voice, "ave 'ee coom down from sky, like?"

Tail End Charlie said "Yes," and asked for the nearest farmhouse.

"Over there 'is, back side of hedge. Give us autograph first, 'fore 'ee goes."

A scrubby envelope and stump pencil were anxiously tendered. Fame at last, how could he refuse? Tail End Charlie obliged and stumbled away to the farm, where a tender was sent out to fetch him. His comrades were safe at the station. Five more caterpillars of gold!

K.C.B. AND C.B. BUT NO BATH

Admiral Sir Henry Harwood, who commanded the British forces at the River Plate battle, revealed at a London luncheon that a shell from the Graf Spee wrecked his bathroom and that of Captain Woodhouse in the cruiser Ajax.

"A day or so later," he said, "when we received a signal about the honours his Majesty had graciously accorded myself and Captain Woodhouse—Knight Commander of the Order of the Bath and Companion of the Order of the Bath—one sailor was heard to say to another: 'Blimey, and they ain't got a blinkin' bath between them.'"

HEIGHT NO ESCAPE FOR THE BOMBER

In night attacks carried out by the German Air Force recently, the enemy machines have been flying at increasingly high altitudes in an attempt to evade detection by our searchlights and to avoid the fire of A.A. guns writes the Air Correspondent of the "Manchester Guardian."

These tactics serve to confirm the conclusion that the tremendous anti-aircraft barrage which has been adopted is successful in forcing the raiders to fly at such heights that accurate bombing is impossible. It has been fully established also that a very considerable proportion of the Nazi bombers are turned away before they reach their intended target by the intensity of the shell fire.

It has been asked, however, whether these high altitude bombing raids and the efforts that the enemy as well as ourselves are making to increase the operational height of bombing aeroplanes will result in anti-aircraft guns eventually becoming ineffective. Such a situation will not arise. While stratosphere flying is certainly being developed, there is no likelihood of the bomber ever out-reaching the gun.

Altitude Record

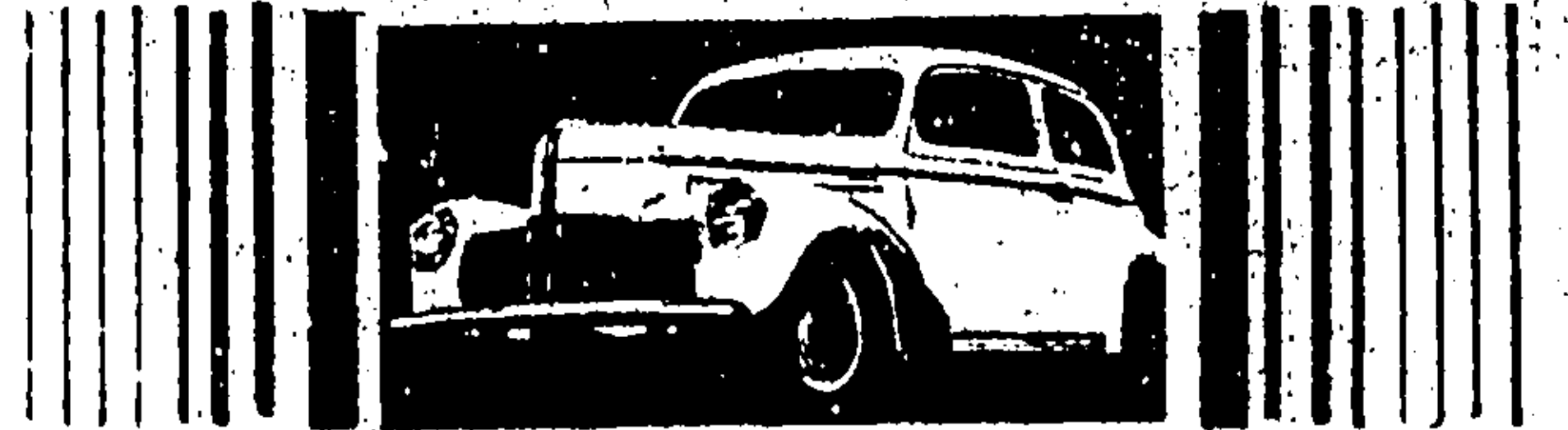
It is true that as long ago as 1932 a Bristol biplane established a record altitude flight of 43,978 feet and that since then the world record has been raised to 56,000 feet. But these flights were made with special aircraft which were lightly loaded, and they had a comparatively short duration. Before a bomber could be built to fly at any height approaching these figures many problems would have to be solved.

On the other hand, the difficulties of evolving an anti-aircraft gun capable of firing projectiles to extreme altitudes are not insuperable. In the last war the Germans bombarded Paris with their notorious "Big Bertha" from Laon over a distance of 82 miles. This weapon was constructed from a 15in. gun combined with 8.2 gun, and it fired a shell weighing 250lb., which rose at its highest point 25 miles.

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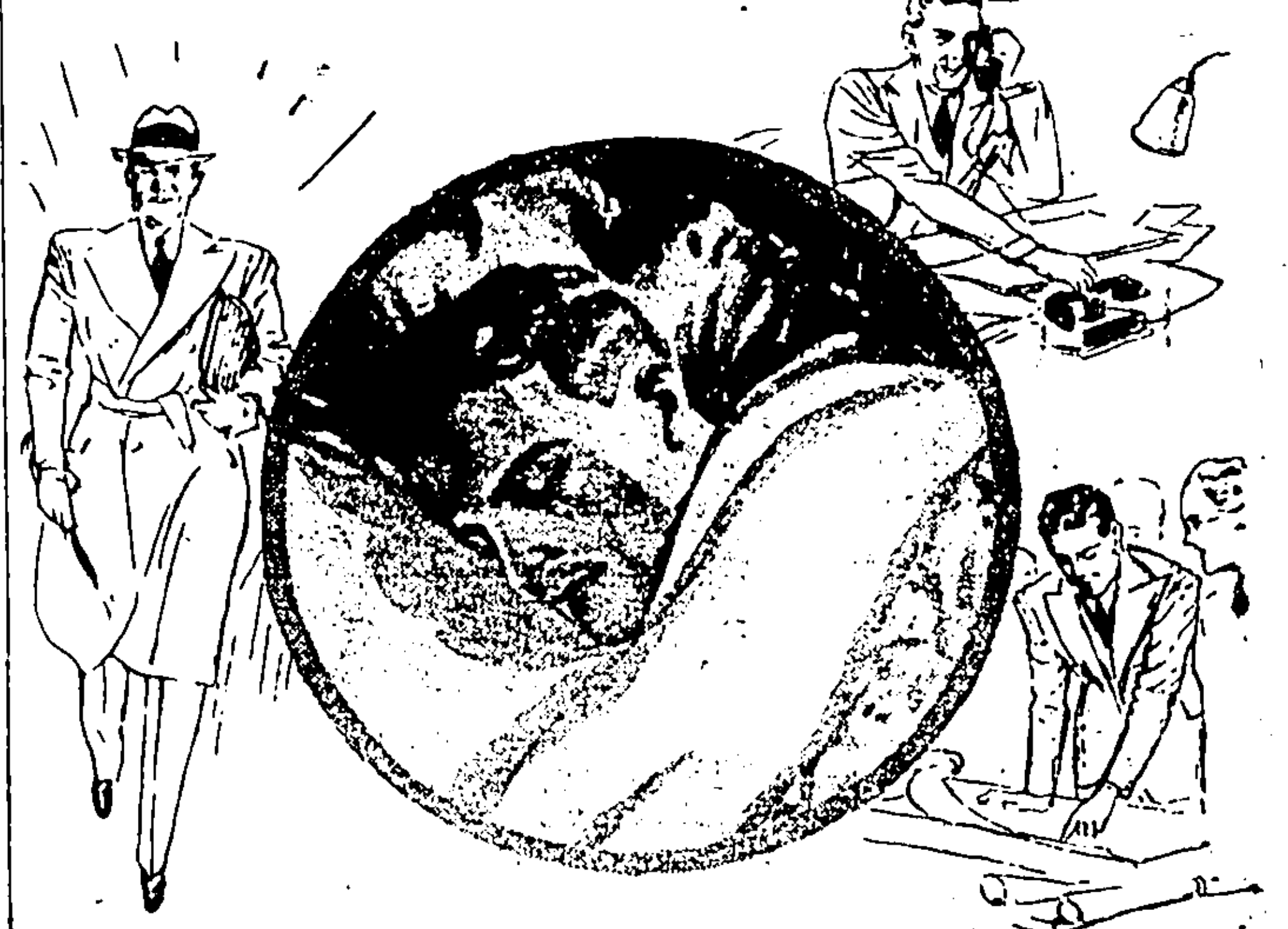
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NEW ADVERTISEMENTS

THE HONGKONG ELECTRIC CO., LTD.

NOTICE

It is hereby notified that the following increases in the Company's standard charges will be made for current consumed in respect of accounts issued for meters read on and after 21st March 1941:—

1. For Lighting from 15 cents to 16 cents per unit.
2. For Power and Heating from 5 cents to 5½ cents per unit.
3. The discount of 10% on Power accounts in excess of 1,000 units per month will be discontinued.

By order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.
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PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction on

TUESDAY, 4th March, 1941
commencing at 5.15 p.m.
at their Sales Room, No. 2,
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Hong Kong, 19th Feb., 1941.

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Business Houses are hereby warned that all payments in connection with the 1941 edition of The Hong Kong Dollar Directory should be made at the Offices of the publishers, through the post or by chit book.
No one is authorised to visit offices and collect money on behalf of this publication.

THE PUBLISHERS,
The Newspaper Enterprise, Ltd.
Windsor House,

NEW ADVERTISEMENTS

KOWLOON RESIDENTS' ASSOCIATION

NOTICE

The Twenty-first Annual General Meeting of the Kowloon Residents' Association will be held in St. Andrew's Church Hall, Nathan Road, Kowloon, on Friday, 28th February, 1941, at 6 p.m.

BUSINESS:

Adoption of Report and Accounts for the year ended 31st December, 1940.

Election of Officers and Committee
Any Other Business

It is earnestly requested that members and all others interested in the welfare of Kowloon will endeavour to be present. An opportunity will be given for bringing forward matters for the consideration of the new Committee.

F. C. MOW FUNG,
Hon. Secretary.

THE "STAR" FERRY COMPANY, LIMITED

Notice to Shareholders

NOTICE IS HEREBY GIVEN THAT THE FORTY-THIRD ORDINARY YEARLY MEETING OF THIS COMPANY will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on FRIDAY, the 28th February, 1941, at 11.00 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1940.

The Register of Shares of the Company will be CLOSED from Wednesday, the 19th February, 1941, to Friday, the 28th February, 1941, both days inclusive.

By Order of the Board of Directors.

C. M. MANNERS,
Secretary & Manager.
Hong Kong, 12th Feb., 1941.

THE BANK OF EAST ASIA, LIMITED

NOTICE is hereby given that the TWENTY SECOND ORDINARY YEARLY MEETING of this Company will be held at the Registered Office of the Company No. 10, Des Voeux Road Central, on SATURDAY, the 8th March, 1941, at 2.00 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1940.

The Register of Shares of the Company will be closed from Saturday, 1st March, 1941 to Saturday, 8th March, 1941 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.

KAN TONG PO,
Chief Manager.
Hong Kong, 20th February, 1941.

THE HONGKONG ELECTRIC CO., LTD.

Notice is hereby given that the Fifty-second Ordinary Yearly Meeting will be held at the Company's Registered Office, 4th Floor, P. & O. Building on THURSDAY, 20th March, 1941 at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1940 and electing Directors and Auditors.

The Register of Members of the Company will be closed from 8th March to 20th March, 1941 both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 21st February, 1941.

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ANNUAL RACE MEETING, 1941

Postponed to:—

THIRD DAY—
Monday,—24th February.

FOURTH DAY—
Tuesday,—25th February.

FIFTH DAY—
Saturday,—1st March.

On Monday, 24th and Tuesday, 25th February, the first bell will be rung at 11.00 a.m. and the first race will be run at 11.30 a.m. On Saturday, 1st March, the first bell will be rung at 1.30 p.m. and the first race will be run at 2.00 p.m.

The tiffin interval will be after the fifth race on the third and fourth days.

MEMBERS' BADGES AND ENCLOSURES

Members are reminded that they and their ladies MUST wear their badges prominently displayed throughout the Meeting.

NO ONE WITHOUT A BADGE WILL BE ADMITTED TO THE MEMBERS' ENCLOSURE.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10.00 per day including tax—or \$40.00 including tax for the Meeting (ladies \$5.00 and \$20.00 respectively) are obtainable through the Secretary upon the written or personal introduction of a member, such member to be responsible for all chits, etc.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Course.

The Secretary's Office, 1st floor, EXCHANGE BUILDING, (Tel. 27794) WILL CLOSE AT 9.45 a.m. ON THE FIRST FOUR DAYS, and at 11.45 a.m. ON THE FIFTH DAY.

A limited number of tiffins will be obtainable each day at the Club House, provided they are ordered in advance from the No. 1 Boy, (Tel. 21920).

NO CHILDREN WILL BE ADMITTED TO THE CLUB'S PREMISES DURING THE MEETING.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$2.00 per day including tax for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1.00 per day including tax.

Bookmakers, Tic Tac men, etc., will not be permitted to operate within the precincts of The Hong Kong Jockey Club during the Race Meeting.

Tiffins will be obtainable in the Restaurant in the Public Enclosure.

SERVANTS' PASSES

Passes for Servants will be issued to Private Box holders ONLY on application to the Secretary, 1st floor, Exchange Building.

Any persons found loitering with Servants' passes in their possession will forfeit the same and will be removed from the Enclosure.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 9th. February, 1941.

POSITIONS VACANT

RELIABLE STENOGRAPHER and clerk with good knowledge of English and Chinese required by established export-import firm. State age, qualification and salary desired to P.O. Box No. 931, Hong Kong.

EFFICIENT and energetic Chinese typist wanted by American firm. Knowledge of general office work. State experience, if any, and salary expected to Box No. 791, c/o "The Sunday Herald."

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BRIDGE NOTES

Preserving Communications

By The Four Aces

Most players would find East's defensive brilliancy in to-day's hand unusual, yet the opportunity for it arises rather often!

North, Dealer
North-South vulnerable

♠ A 8 7
♥ A K 8 4
♦ Q J 10 9 4
♣ 8

♠ 4 2
♥ Q 10 9 5
♦ 2
♣ K 6

♠ K J 6 5
♥ 3
♦ 7 3
♣ A 6 3

♠ Q 10 9
♥ J 6
♦ 8 7 2
♣ A K J 6 2

The bidding:

North	East	South	West
1♦	1♠	2♠	Pass
2♥	Pass	2NT	Pass
3NT	Pass	Pass	Pass

West opened the four of spades, dummy played low, and East, well, East made that unusual play we mentioned a minute ago. It was perfectly clear to him that South's no-trump bid was based on the missing high spades—Q-10-9. So if he took his King of spades and returned the suit, West would never, thereafter be able to lead a spade; and East's single re-entry (the diamond Ace) would not suffice to bring in the long spades.

Since the spades were the main hope of defeating the contract, East made it possible to bring them in by refusing to win the first trick with the spade King. Instead he encouraged a continuation by playing the six of spades. South won with the nine of spades and returned a diamond.

And now East's fine play bore fruit. For West took his King of diamonds and was still able to lead a spade. Now South was helpless, for this knocked out his last spade stopper and East was bound to get the lead with the diamond Ace in time to set the contract with the rest of the spade suit.

Yesterday you were Oswald Jacoby's partner and, with both sides vulnerable, you held:

Schlenker You Jacoby Maler
1♥ Dbl. 1♠ Dbl.
Pass Pass 2♥ Pass
(?)

What do you bid? (Answer To-morrow.)
(Released By The Bell Syndicate, Inc.)

WHEN CHILDREN OUTGROW THEIR STRENGTH

With rapidly growing children, nourishment must keep pace with growth. When it doesn't the child gets thin, pale, weedy, with no energy or inclination for food.

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Many boys and girls at the difficult age owe their success in schoolwork and at games to the extra strength and vitality supplied by Horlicks. Get Horlicks to-day at your usual store.

♠ A Q 6 3
♥ 8
♦ A J 7 5 4
♣ K 10 2

The bidding:
Schlenker You Maler Jacoby
1♥ Dbl. 1♠ Dbl.
Pass Pass 2♥ Pass
(?)

ANSWER: Bid two spades. Your opponent's psychic spade bid has been "smoked out," and your partner's spade double assures you that he has length and strength in spades. Game seems a little unlikely, but it isn't impossible and even a part score is not to be despised.

Score 100% for two spades, 20% for pass, 0 for any other bid.

Question No. 648

To-day you are Merwin Maler's partner and, with both sides vulnerable, you hold the same hand once again. But the bidding is:

Schlenker You Jacoby Maler
1♥ Dbl. 2♦ Pass
Pass (?)

What do you bid? (Answer To-morrow.)
(Released By The Bell Syndicate, Inc.)

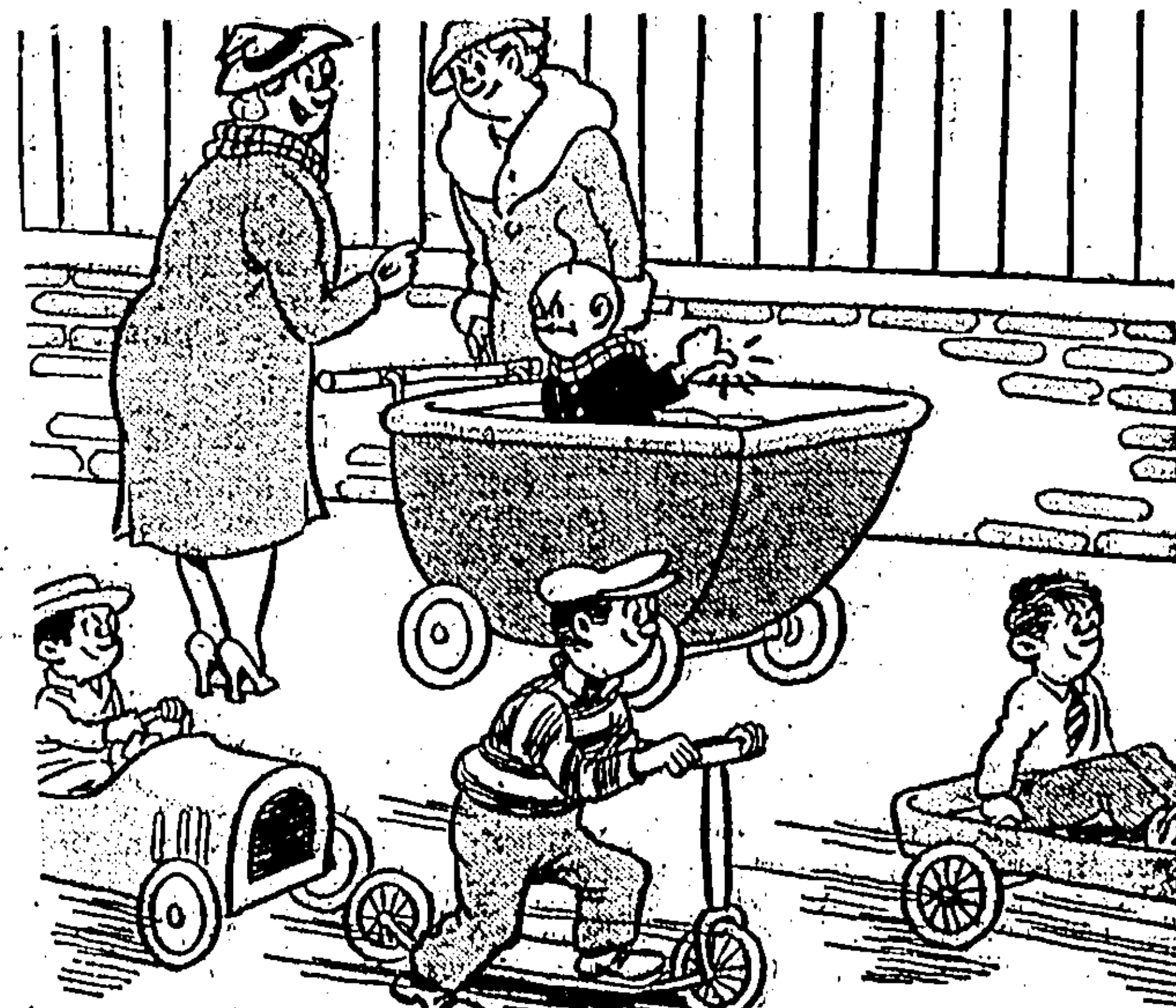
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OFF THE RECORD

By ED REED



"I've got to go now—I see Baby wants to move on."

"It's no use, Madam, he insists he's going to be a test pilot."

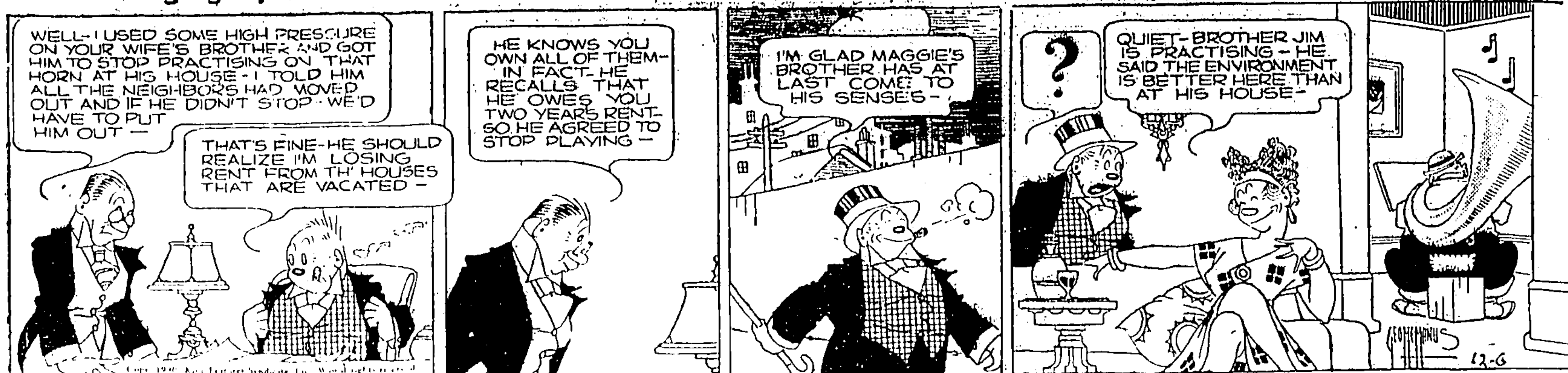
Here's Luck

EWO BEER

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Bringing Up Fother

By George MacManus



A PAGE FOR WOMEN

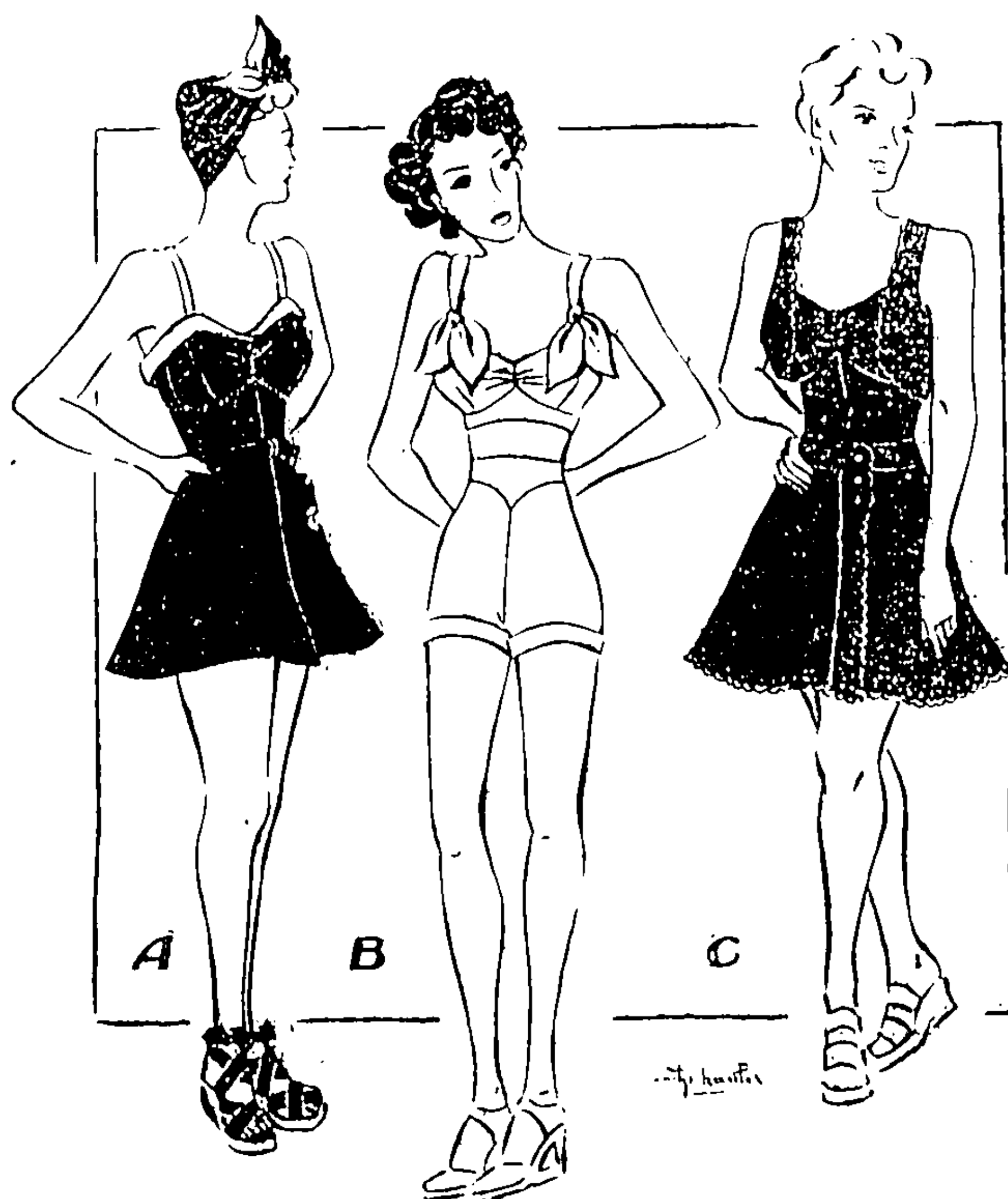
Flatter Your Figure

Bosoms and thighs are the figure problems when it comes to buying a bathing suit. Some women are too heavy and others are far too thin. Many women have reached the conclusion that it is worth getting suits custom made for after all, they reveal figure flaws more than evening gowns! One also wishes ease while swimming and while lolling about. Nothing can be more distressing than a bathing suit which rides up or which persists in revealing part of one's bosom.

I asked Madame Adrienne, bathing suit stylist for a leading New York department store, to give me a few pointers to pass on to you. She came right to it but by saying, "A bathing suit is only as flattering as its fit! Even the most beautiful figure loses beauty if the suit it wears has unsuitable lines." One of her pet peeves, she says, is a suit cut so short that leg flesh bulges, or part of the buttocks are revealed. That's one of my pet peeves too, and it should be one of yours!

To Flatter Bosoms

Madame Adrienne pays much attention to the brassiere section. She feels a bathing suit should provide a good firm uplift, whether the bust is very tiny or very full. With cunning dressmaker details she flatters all types.



A slightly flared skirt which is detachable is flattering to thickening thighs (a), and the soft roll cuff minimises the full bosom held high through cunning uplift pocket. For the slim-waisted, full-bosomed figure, Madame Adrienne suggests soft strap bows and snug diaphragm fitting as illustrated in (b). The older woman takes great joy in the half-bolero suit which also has a detachable skirt of flattering length.

seams. This does much to ease the self-consciousness of older women when they don a swim suit! Madame Adrienne does not be-

lieve that halter necks provide sufficient support for heavy, relaxed pectoral muscles. To achieve the look of firm youth the bra section of a suit should be tied or fastened in back as high as a regular brassiere. But to satisfy sun worshippers she cuts the suits low at the waist in back, so by lying face down on the beach, a woman may simply unfasten the bra section and get sun on her entire back clear to the end of her spine.

The Thigh And Waist

Obviously the girl or woman with a thick thigh cannot wear as short a suit as the girl with slim thighs. Snugly fitting trunks of proper length (considering one's weight and height) are excellent to swim in, but this designer feels all figures are flattered when out of the water by wearing a slightly flaring skirt which may be buttoned over the trunks.

The middle section of a suit should fit superbly so there will be no wrinkling of excess material, or material wrongly draped. Full-bosomed, small-waisted figures have this detail to consider.

About Colours

A dark suit, like a dark dress, is more slimming than a light colour. It may be lightened by details on the bodice in a contrasting shade. White is always charming, especially on a brunette, if your figure is not too large. Ice blue and rich forest green should be a redhead's or blond's choice. Yellow and tan tend to give a muddy look to one's skin unless you bronze very deeply. Madame Adrienne's favourite of all shades is a soft coral, particularly flattering to blondes who have soft brown eyes!

Beautify The Hands

Too frequently one sees a woman, in the age group of forty-plus, exquisitely dressed and coiffured, but with hands that show indifferent care.

Some may scorn cosmetics, but if you stopped to think what you would do if you could never again have a lovely bar of soap, a lip-stick, or a skin cream, you would feel pretty distressed, wouldn't you? Sometimes I think just the possession of lovely cosmetics is incentive enough for us to preen ourselves. We suddenly want to use those aids to beauty and in so doing our morale lifts and we find ourselves thinking more clearly and acting more charmingly. So it is with lovely hands. If we spend sufficient time to keep our nails nicely shaped and manicured and our hand skin soft and unstained, we find that our hands act pretty. Truly they do. They pick up things more easily, they seem to be more accomplished, they become dramatic and add to our allure.

Older women should never think they can "get by" with a hurried nail cleaning and a dab of cream or lotion. Older skin requires lubricating and bleaching. Older hands require good brushings for stimulation. On your cosmetic counters are these aids, and if you

made it a habit to use them your hands would be ready most of the time to be taken out to a party!

You will find that a manicure once a week, a professional one if you can afford it, does much in keeping your nails strong, beautifully shaped and your cuticle smooth. I've known women who complained bitterly of their nails splitting or breaking off who discovered that the weekly manicure, with between moments of care, restored the strength to nails.

And no one can deny that the varnish polishes have added much to hand beauty. You may be conservative and prefer the neutral or softer rose shades, or you may be quite modern and like the more vivid polishes, but whichever type you are you know that nails, even if acquired take on a beauty they cannot otherwise attain. New opalescent enamels have made their debuts—in the stronger pinks, and one soft rose. They are decidedly dress-up polishes for they dry with a sheen like mother of pearl over the colour.

Keep always a couple of orange sticks handy of two sizes. Use these for pushing back the cuticle, and cleaning, then you will not injure your nails. Don't wear them too long if you must use your hands much—in fact, truly long nails are for the younger girls.

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The Money Order Office Public Counter will be open from 10.00 a.m. to noon to-day.

The General Post Office will be closed at 6.00 p.m. on Wednesday 26th, Thursday 27th and Friday 28th, February 1941.

Mail Service to Madagascar and Reunion is temporarily suspended.

The public are reminded that it is a breach of postal regulations to enclose in a postal cover communications intended for persons other than the addressee.

The Printed Matter Service to the following places in China is temporarily suspended:—Yunnan, Szechuen, Kwel-chow, Hunan, Fukien (except Amoy & Kulangsu), Kwangsi (except Wuchow & Yunghsien), North & East of Kwangtung.

Small Packet Post to all countries is suspended.

INWARD MAILS

TUESDAY
U.S.A., Honolulu, Japan and Shanghai.
(San Francisco date, 7th February).

THURSDAY
Straits and Air Mail by "British Overseas Airways Service" by Sea from Singapore.

FRIDAY
Canton
United Kingdom and Straits.

FOR DATE & TIME

OUTWARD MAILS

TUESDAY
Air Mail by Sea to Singapore to connect with the "British Overseas Airways".
K.P.O. & G.P.O.

Reg. 11.00 a.m.
Ord. 11.30 a.m.
Straits 12.30 p.m.
Canton 7.00 p.m.

WEDNESDAY
Straits and Rangoon 8.30 a.m.
Haiphong 10.30 a.m.
Manila, Australia and New Zealand via Thursday Island.

G.P.O. & K.P.O.
Reg. 1.45 p.m.
Ord. 2.30 p.m.

FRIDAY
Sandakan 8.30 a.m.
Air Mail by Air to Rangoon to connect with the "British Overseas Airways".
K.P.O.

Reg. 4.00 p.m.
Ord. 4.30 p.m.
G.P.O.
Reg. 4.00 p.m.
Ord. 4.30 p.m.

SATURDAY

Straits and Parcels only for United Kingdom.

G.P.O. & K.P.O.
Par. (28/2) 5.00 p.m.
Reg. (28/2) 5.00 p.m.
Ord. (1/3) 8.30 a.m.

Air Mail by sea to Singapore to connect with the "British Overseas Airways".
K.P.O.

Reg. 2.00 p.m.
Ord. 2.30 p.m.
G.P.O.

Reg. 2.00 p.m.
Ord. 2.30 p.m.

Straits, Ceylon, India and
East Africa 3.30 p.m.
Manila, Batavia, Mauritius,
Lourenco Marques, East &
South Africa via Durban 8.30 p.m.

Air Mail for Manila, Guam, Honolulu,
U.S.A. and Europe via "Pan-American Airways and Trans-Atlantic Services".

K.P.O.
Reg. 5.00 p.m.
Ord. 5.30 p.m.

G.P.O.
Reg. 5.00 p.m.
Ord. 5.30 p.m.

* Superscribed Correspondence Only.

RADIO

12.15 p.m.—Short Service of Intercession.

12.30 p.m.—Greta Keller (Vocal) and Billy Thorburn and His Music.

1.00 p.m.—Local Time Signal, and Weather Report.

1.03 p.m.—Variety.

1.30 p.m.—Reuter and Rugby Press, Weather Forecast and Announcements.

1.45 p.m.—Mozart—Concerto in A Major.

2.15 p.m.—Close down.

5.45 p.m.—Indian Programme.

6.30 p.m.—Closing Local Stock Quotations.

6.32 p.m.—Compositions of Sibelius.

7.00 p.m.—London Relay—The News.

7.15 p.m.—London Relay—'Britain Speaks'. Talk by J. B. Priestly.

7.30 p.m.—Portuguese Programme.

8.00 p.m.—Local Time Signal, Weather Report and Announcements.

8.30 p.m.—'Band Waggon'. With Arthur Askey, Richard Murdoch and Company.

8.55 p.m.—Charlie Kunz at the Piano.

9.00 p.m.—F.M. Selections.

9.00 p.m.—London Relay—The News.

9.15 p.m.—London Relay—Questions of the Hour.

9.30 p.m.—Elgar—Fragrant Overture, Op. 19. ("When Chivalry lifted up her lance on high"—Keats.) London Philharmonic Orchestra, cond. by Sir Edward Elgar.

9.45 p.m.—Cesar Franck—Prelude, Choral and Fugue. Alfred Cortot (Piano).

9.45 p.m.—News in French (on Short Wave only).

10.00 p.m.—London Relay—Talk: 'Scots Abroad'.

10.15 p.m.—Brahms—Quintet in D Minor, Op. 118.

10.30 p.m.—Brahms—Gypsy Songs. The Medford Singers.

11.00 p.m.—Close down.

TWICE-BOMBED KITTEN SAVES ITS RESCUER

PLAINTIVE CRIES by Chappie, a Persian kitten, led rescue workers to the spot where his thirteen-year-old mistress, Gwen Toms, and her mother were buried under the debris of their bombed home.

Chappie saved their lives as Gwen saved his only a few weeks ago, when she nursed him back to health after she had rescued him from another bombed house in the district, and taken him to her mother's house in North London.

So when Chappie was bombed for the second time he knew just what to do. He squealed and meowed until rescuers heard him, and rescued him with his little mistress and her mother, who were taken to hospital for treatment.

Mr. Edgar Toms was killed, but his two sons, who were sleeping in another part of the house, were uninjured.

Chappie's Good Turn

"We shall treasure Chappie for ever," nineteen-year-old Eddie Toms told a reporter.

"When we gave him a home a few months ago, we never thought he would do this for us. He has shown his gratitude to Gwen for looking after him while he was ill.

"Gwen is still in hospital, but I shall take Chappie to see her, if I can.

"After the bomb fell our home was just a mass of rubble and we didn't know where my mother and sister were.

"Then a member of the rescue squad heard Chappie squealing.

HORSES FEEL BOMB SHOCK

Horses are among the first cases of shellshock caused by this war. They are extra sensitive to the noise of gunfire and the crump of bombs, and since the blitz many in the London area have had to be destroyed.

But human beings can help by providing company for their hard-working and dumb friends.

It is not sufficient for a driver to tether his horse to the rear of a vehicle and leave for shelter himself. The driver should stay at the animal's side or see that it has the company of other horses.

Loneliness can be the start of horse shellshock.

A West End veterinary surgeon who specialised in the care of horses during the last war and is doing so in this one said:

"If it is possible to take a horse to a 'standing'—stable or building—where there are other horses, it is better than leaving it on the streets.

"But if there are no facilities for this the animals are better on the open street than under partial covering like a bridge.

"On no account should a horse

ANTI-SPY SQUADS FOR U.S.A. POLICE

More than one-third of the policemen of Philadelphia are being organised into special anti-spy and anti-sabotage squads for the protection of the vital defence industries in and around the city.

Mr. James H. Malone, Director of Public Safety, announces that 1650 men have been formed into six squads who are now undergoing an intensified course of instruction in combating subversive activities.

For the time being they will continue with their normal police duties, but when trained they may be called out on anti-sabotage work at a moment's notice.

"Details of this programme have been under consideration for some weeks," Mr. Malone stated, "but the recent disastrous explosion at the Hercules Power Company's plant at Kenvil, New Jersey, has speeded up active organisation."

Month's Talks

The plans formulated by Mr. Malone and Mr. Guy E. Parsons, assistant superintendent of police, have been approved by Federal authorities in Washington after conferences extending over a month with representatives of the Army and Navy Intelligence Bureau of Investigation.

"Members of our six new squads are being trained in how to handle bombs and other explosives," said Mr. Malone, "and it will be their job to inquire into the credentials and background of any employee whose actions or associations give rise to suspicion.

"Some of the men will work in uniform, some in mufti."

be left alone. It should either have the company of its driver or that of other animals.

"In stables where the animals have no attendant during the night goats should be kept.

"Horses will always follow a goat, and in case of fire resulting from incendiary bombs this is an extremely good precaution."

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U.S. STUDY SHOWS NAZIS' TRADE RULE

THE MANNER in which Germany is reorganising the economic life of conquered countries and diverting their supplies and wealth, and the way in which remaining European neutrals have been forced to centralise their economies are traced in a detailed report made public by the Commerce Department.

The economic repercussions of the Nazi conquests already are spreading around the world, virtually eliminating the trade of French North Africa colonies and reducing the commerce of Indo-China, according to the report, which contains more than a hint of what the new world, already affected by war and blockade, may expect if Germany subduces Britain.

The Commerce Department goes into the efforts made by the Soviet Union and the nations of Europe not directly controlled by Germany to set up, with only little success, offsets to exclusive trade on Nazi terms through Berlin, which has become the banking centre of Europe. It comes to the conclusion that Nazi and other European trade treaties are not producing results that had been predicted.

The report outlines these conditions as follows:

German Occupied Territory

At first, it appeared that the areas occupied by Germany and not definitely annexed were to maintain their import duties and taxes and general fiscal regimes, as well as carry on negotiations with the accessible countries, although subject to German supervision or approval. Denmark seemed to be in a more independent status than Norway, the Netherlands, Belgium or occupied France.

For a time, the Danish authorities at Copenhagen were reported to be making agreements directly for trade exchanges with other countries of Europe (e.g., Switzerland and Yugoslavia), with payments cleared directly through their own national banks. Toward the end of the year, however, German authorities took over the direction of such negotiations for Denmark.

The Netherlands have been drawn into especially close trade relations with Germany. In October, reduction or omission of levies on imports was authorised by the German occupying officials. Shortly thereafter, the restrictions on movements of goods and of payments between Germany and the Netherlands were considerably relaxed. In December, the German duties on Netherlands goods were lifted, and the reciprocal duty-free admission of German goods into the Netherlands followed.

Such scope of autonomous trade control and independent action in negotiations as appears to have been retained by the occupied areas has been distinctly limited by the prior and overriding action of Germany, in taking over domestic products or imported stocks accumulated in the occupied areas, presumably to be covered by German goods in such quantity and variety as that country could spare, beyond the amount charged to the costs of German forces of occupation.

No published records of movements of goods between Germany and the occupied areas are available. However, the reports of sharp increases in the living costs of the occupied areas, and of rationing to the civil populations of long lists of products and materials, including commodities of which the countries normally have a surplus above domestic requirements, seem significant.

Some specific data have become available. In April, Denmark owed Germany a small amount on their clearing account. Within four months of occupation, according to a published statement by the Danish Minister of Commerce made in August, 1940, the Reich had apparently succeeded in converting this small German credit into a huge debt on the clearing account, owed to Denmark, amounting to 800,000,000 crowns.

Part of this was accounted for by the costs of the army of occupation, but the greater part represented heavily increased shipments of goods from Denmark to Germany. It was estimated that, at this rate of accumulation, Germany's clearing debt of Denmark would reach, by the end of 1940, the equivalent of 1,500,000,000

crowns. The amount which Germany will have borrowed from Denmark, in eight months of occupation, is roughly equivalent to the total value of the aggregate Danish exports of merchandise of 1938, the last full normal year.

Effect On Neutrals

In general practically all the countries of Europe not already living under a controlled economy appear to have adopted, for the time, a pattern of trade control, closely resembling that of a controlled economy. In their increasing economic isolation most of these countries apparently found it necessary for the government to charge itself with close regulation and direction of the nation's whole economy in the effort to insure the minimum supplies necessary to its population and industries.

In the field of foreign trade almost all of these neutral countries of Europe sooner or later during the year reached the stage of a fully centralised system of government regulation of most, if not all, import and export transactions by permits. Foreign trade control was usually closely tied in with extensive State intervention in domestic production and distribution, and often with rigid price control measures, accompanying increasing lists of products rationed to civilian populations in limited quantities.

Offset Efforts

The series of arrangements between the Soviet Union, Sweden, Denmark and Finland well illustrate efforts on the part of the neutral countries of Europe to develop to the utmost alternative sources among the reachable areas for needed products now difficult to obtain from overseas. The trade negotiations with Switzerland with countries as far apart and difficult of access as Finland and Turkey constitute another illustration of the supply problems of the secluded areas.

The trade agreements with Germany were usually the outstanding ones, and most of those were apparently dominated by the German desire to obtain increased quantities of products or stocks from the other countries.

The trade relations between the neutral and the occupied countries of Europe have tended to become increasingly tied up with arrangements with Germany. According to reports, payments for trade between the occupied areas and Finland, Sweden, Switzerland, Italy, Yugoslavia, Bulgaria and Greece are now required to be made through such Berlin clearing accounts—and the list is probably not complete.

Result Of Trade Treaties

Such evidence as is available, often from secondary and unconfirmed sources, indicates that some of the trade arrangements are amounting to much less than confidently asserted at their conclusion. It is not always clear whether this is the result of actual inability to furnish or transport the various products in their promised volumes, or of unwillingness to reduce the exporting country's own supplies too seriously, or whether the actual terms of the agreement were more modest than the public had been led to believe.

Moreover, the fact that certain agreements had to be made the subject of fresh negotiation, sometimes more than once, within the past year—such as the Russo-German agreement which contemplated the exchange of huge quantities of goods—suggests that they had apparently not come up to expectations.

BATH CHAIR AMBULANCE FOR VICAR

Running through the pouring rain at midnight, a steel-helmeted vicar was seen in a West Midlands town pushing a woman air raid victim in a bathchair.

She had been injured and bombed out of her home. The vicar took her to his church where he has given temporary accommodation to hundreds of homeless air raid victims.

The vicar uses both the church and the adjoining church hall to accommodate and feed them.

"At one time I had a family of 200 to look after," he said. "Ever since the raids started I have hardly slept a night out of my clothes. I am called out at all hours to bring in air raid refugees."

It's Unofficial

"Our church hall is an A.R.P. post. Although I am not officially an air raid warden, I do the work of one. I have taken a full A.R.P. course and attend to the injured. "Through the generosity of parishioners we have managed to accommodate, feed and clothe homeless people until the Council have been able to find them new homes."

"Food, piles of clothing and bandages for the injured are brought here. I have never had to beg for a penny for this work. "The other day a Salvation Army officer walked in and gave me 200 meat pies. He would not say who bought them."

WARNING TO T.U.C. SOLDIERS

An officer or soldier attending the Trades Union Congress will normally wear uniform, and is not debarred from addressing the meeting on the subject of the civil trade which he represents, provided he does not utilise his position as a soldier to further political ends.

Mr. Richard Law, Financial Secretary to the War Office, states in a written reply that for an officer or soldier to make a public attack on the treatment of men in the Forces is a direct breach of King's Regulations. The Secretary for War is considering whether an undertaking not to make such attacks should be required from soldiers attending the T.U.C.

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The mentally sketchy girlfriend decided her new beau must be a photographer's model since he allowed as how he only worked when the boss was looking.

"MARRY ME"—FOR OTHERS

"Angel of the Legion"—that's what General de Gaulle's men have christened vivacious Michiele Lesley.

Michiele is eighteen, daughter of a French mother and English father, a captain of the Royal Marines, gassed in the last war who died after the Armistice.

* She learned to dance in Paris and was on her way to seeing her name in lights before the Germans marched in. Now she is "Little Mother" to the Legion of Frenchmen in Britain.

She still dances, though—not behind the footlights for fame or money, but in the club she and her mother have started in London as a home from home for the Free French forces.

She used to wear expensive costumes. Now she makes her own dresses.

When Michiele is not dancing she is acting as interpreter or writing letters for the boys. More than once she has made blossom a romance between a French sailor and an English girl.

"I have even proposed marriage for them," she smiled. "When the war is won I shall start my career again. I'm really only happy when I am dancing."

* Michiele, due for an audition, may soon be in a troupe entertaining English as well as French boys.

"And I hope to get the job, because when I am earning I shall be able to get our boys some of the little luxuries they were used to back in the old France at home," she said.



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ARMY SPORTLIGHT

Preparations In Hand For Cross-Country Run

M'sex Are Favoured To Win The British Ranks Run

By "Squaddy"

Hockey FOLLOWING have been selected to represent the Army (British) Hockey eleven against the Hong Kong Hockey Club to-day at King's Park in the Quadrangular Tournament, which will start at 5 p.m.

L/Cpl Dove (Royal Signals), Sgt. Crowley (Middlesex), Cpl. Hitchcock (Royal Scots), Bdr. Anderson (12th Hvy. Regt., R.A.), Sgt. Waldron (Middlesex), Spi. Shaw (Royal Engineers), Cpl. Neve (Royal Scots), Cpl. Singleton (Royal Engineers), Sgt. Homburg (Royal Engineers), Sgt. Croston (Royal Engineers) and A. N. Other.

Reserve:—Cpl. Allsop (R. Scots). The above team should do well in this competition, and will take a lot of watching. They have a strong defence and equally strong forward line. Sgt. Crowley, who has represented the Army in previous seasons is at the present moment showing good form and will be a hard obstacle to overcome. Sgt. Homburg of Royal Engineers is a dangerous forward and will want a lot of watching especially when in front or anywhere near the goal.

In the Large Units Hockey League the "Diehards" have a six point lead over the 12th Hvy. Regt., R.A., not having lost a game as yet and only drawn one out of eight games.

The latest results are as follows:

League Table to Date	P	W	D	L	Pts.
Middlesex Regt.	8	7	1	0	15
12th Hvy. Regt., R.A.	7	3	3	1	9
Rajput Regt.	5	3	2	0	8
5th A.A. Regt., R.A.	5	2	2	1	6
8th Hvy. Regt., R.A.	7	2	1	4	5
H.K.S.R.A.	5	1	2	2	4
Punjab Regt.	5	1	2	2	4

FOR THE BRITISH RANKS RUN Combined Royal Artillery, 2nd Bn. The Royal Scots, 1st Bn. The Middlesex Regt., Fortress Royal Engineers, Combined Small Units.

FOR THE INDIAN RANKS RUN Combined 8th & 12th Hvy. Regts., R.A., 1st H.K. Regt., H.K.S.R.A., Punjab Regt., 5th A.A. Regt., R.A.

The Rajput Regt., and the Combined Small Units (Indian) are entering, but as yet they have sent no entry form in.

Middlesex are favoured to win the British ranks run. The Indian run will be more difficult to decide as they are good cross country runners, and as the Rajputs and the Punjabs were nowhere last season, it is not known what kind of teams they have.

Combined Small Units are trying hard to find a good athletic team, and this season they have at last come to some arrangement between the Departmental Corps as to who is going to run their Athletics. Lieut. C. E. Buckle, Royal Corps Signals, is their Athletic Officer.

(Continued on Page 15)

FORM GUIDE

Following is a complete survey of racing at the Valley this year, giving the time, first three ponies, their jockeys and weights, won by and when—A.M. stands for Annual Meeting, and 1 or 2 means first or second day.

AUSTRALIAN GRIFFINS, 1941

HALF MILE & 170 YARDS
101.1—Distant View (Pih., 152); 2, Fleetwing (Poy., 152); 3, Misty View (Botelho, 152). 5 and 2 A.M.3.

6 FURLONGS
118.2—Distant View (Pih., 152); 2, Vis Major (Sokoloff, 152); 3, Starlight (Moller, 152). 3 and 5 A.M.1.

ONE MILE
151.0—A Happy Time (Holden, 152); 2, Fleetwing (Poy., 152); 3, Colonna (Black, 152). 5 and short head A.M.1.

1 MILE 171 YARDS
200.3—Fleetwing (Poy., 152), Starlight (Moller, 152); 3, Mountain View (Pih., 152). 3 and 1 A.M.2.

1 1/4 MILES
219.3—Colonna (Black, 152); 2, Oracle (Needa, 149); 3, Prairie View (Pih., 152). Short head and 3 A.M.3.

219.4—First Love (Liang, 152); 2, Prairie View (Pih., 152); 3, Marsh Warbler (Black, 152). 3 and short head, A.M.1.

1 1/2 MILES
254.1—Distant View (Pih., 152); 2, Oracle (Needa, 151); 3, First Love (Liang, 152). Many and 3 A.M.2.

AUSTRALIAN SUBS, 1941

HALF MILE
51.1—Moonlight (Noodt, 149); 2, Bona Vacantia (Sokoloff, 152); 3, Fresh Air (Ip Kui-ying, 149). 2 and short head, A.M.2.

54.1—Bendemeer (Needa, 152); 2, Royal Sovereign (Noodt, 152); 3, Newborn Star (Craven, 152). 2 and 4 A.M.2.

6 FURLONGS
118.4—United Express (Ip Kui-ying, 152); 2, Fresh Air (Woo, 149); 3, Newborn Star (Craven, 152). 5 and 1/2 A.M.1.

119.4—Amulet Star (Craven, 152); 2, Black Seal (Chao, 152); 3, A Surprising Time (Holden, 152). Neck and short head, A.M.1.

119.4—National Welfare (Tao, 152); 2, Happy Returns (Wei, 149); 3, Vitamin M. (Black, 152). Head and head, A.M.1.

120.2—Maple Leaf (Noodt, 149); 2, Optima Fide (Sokoloff, 152); 3, Fresh Air (Needa, 149). 1 1/2 and 3 A.M.3.

ONE MILE
148.0—Manhattan (Hearne, 149); 3, Gentium (Sokoloff, 150); 3, Endeavour (Wei, 152). 4 and 3 A.M.1.

152.0—United Express (Ip Kui-ying, 152); 2, Tien Tien (Sung, 150); 3, Casino (Tang Man-wa, 149). Many and 2 A.M.2.

1 MILE 171 YARDS
200.0—Dutch Treat (Botelho, 152); 2, Black Seal (Chao, 152); 3, Bugle (Wei, 149). Short head and 1/2 A.M.2.

202.2—Happy Returns (Chao, 149); 2, Santa Anita (Liang, 152); 3, Sydney Lady (Hearne, 152). 1 and 2 A.M.3.

1 1/4 MILES
222.2—King's Flight (Needa, 152); 2, Lex Fori (Sokoloff, 152); 3, Bugle (Moller, 149). 4 and 1 1/2 A.M.3.

230.2—Santa Anita (Liang, 153); 2, King's Flight (Needa, 153); 3, Corsair (Botelho, 150). 3 and 2 A.M.2.

1 1/2 MILES
249.0—United Express (Ip, 152); 2, Endeavour (Moller, 152); 3, Jus Gentium (Sokoloff, 150). 1 1/2 and 1/2 A.M.3.

AUSTRALIAN OLD PONIES
6 FURLONGS
146.0—Viceroy (Black, 147); 2, Far View (Pih., 150); 3, Brown Derby (Trevorton, 153). Head and short head, A.M.3.

ONE MILE
140.2—Sapper (Davis, 150); 2, Far View (Pih., 150); 3, Viceroy (Black, 152). 5 and 2 1/2 A.M.1.

150.3—Catterick Bridge (Chao, 148); 2, Venus Bay (Needa, 159); 3, Cheerful Star (Tao, 154). 1/2 and 1 A.M.3.

RAPIER'S SELECTIONS FOR TO-DAY

Race No. 1
ENDEAVOUR
VITAMIN M.
ARCHBER
Outsider:—A Surprising Time.

Race No. 2
CHARLESBER
SAM'S CHOICE
GLOSSYLIGHT
Outsider:—Iron Beauty.

Race No. 3
PICCADILLY JIM
TRIUMPHANT DAY
SPRINGHURST
Outsider:—Tornado Star.

Race No. 4
EVE OF DANCING
ADVANCING TIME
EVE OF FOLLY
Outsider:—Potentate.

Race No. 5
JUS GENTIUM
MANHATTAN
SANTA ANITA
Outsider:—Dutch Treat.

Race No. 6
ROOFLY
LONGDON
RISING STAR
Outsider:—Circe.

Race No. 7
ORACLE
GAY FOX
PRAIRIE VIEW
Outsider:—Vis Major.

Race No. 8
O-LAN
BURFORD
NAVYLIGHT
Outsider:—Eve of Harvest.

Race No. 9
SAPPER
DISTANT VIEW
VICEROY
Outsider:—Baffin Bay.

Race No. 10
OOLONG
VELVETLIGHT
WORLD FAIR VIEW
Outsider:—Wonderful Scheme.

Race No. 11
NOMINE POENAE
MISTY VIEW
KING'S WELCOME
Outsider:—Ratlo Decidendi.

Race No. 12
BLACK SEAL
BUGLE
LEX FORI
Outsider:—Strathalbyn.

DAILY DOUBLE:—ORACLE And SAPPER.

156.0—Many Thanks (Hearne, 159); 2, Vixen Tor (Noodt, 147); 3, Pumpernickel (Tao, 153). Many and 4 A.M.2.

1 MILE 171 YARDS
159.1—Fair Chance (Wei, 146); 2, Springhurst (Poy, 148); 3, Vixen Tor (Noodt, 143). 1 1/2 and short head, A.M.1.

NEW CHINA PONIES
6 FURLONGS
123.3—Oolong (Needa, 152); 2, Love-light (Noodt, 152); 3, Palber (Chao, 152). 3 and 4 A.M.1.

ONE MILE
159.3—World Fair View (Pih., 152); 2, Palber (Chao, 152); 3, Sam's Choice (Black, 149). Many and head, A.M.3.

210.4—Oolong (Sokoloff, 159); 2, Velvetlight (Moller, 159); 3, Charlesber (Chao, 152). Short head and many, A.M.3.

1 1/4 MILES
241.0—Velvetlight (Moller, 152); 2, Eve of Deception (Coppin, 150); 3, Raconteur (Wei, 153). 3 and many, A.M.1.

1 1/2 MILES
302.0—Oolong (Needa, 152); 2, Velvetlight (Moller, 152); 3, Lovelylight (Noodt, 152). 1 and 6 A.M.2.

OLD CHINA PONIES
6 FURLONGS
124.2—Eve of Peace (Wood, 153); 2, Lovely Star (Fung, 159); 3, Royal Wedding Eve (Feldon, 100). 6 and many, A.M.2.

1 MILE
134.2—Eve of Peace (Wood, 153); 2, Royal Wedding Eve (Feldon, 100). 6 and many, A.M.2.

NEEDA AND CIRE TOP THE TABLES

Following is how the jockeys and owners fared in the first three days of the Annual Race Meeting:

JOCKEYS				
	1st	2nd	3rd	Un.
V. V. Needa	5	4	2	15
H. C. Pih	4	3	2	11
C. B. Moller	3	4	3	8
F. Noodt	3	3	2	13
Ip Kui-ying	3	0	1	2
W. H. S. Davis	2	4	0	14
L. B. Chao	2	3	2	10
S. C. Liang	2	1	1	11
D. Black	2	0	5	17
H. J. A. Hearne	2	0	1	8
M. M. Sokoloff	1	5	2	9
W. G. Poy	1	3	0	10
P. Y. T. Wei	1	1	3	8
A. D. Coppin	1	1	0	3
D. H. S. Craven	1	0	2	6
P. P. Botelho	1	0	2	14
B. L. Tao	1	0	2	23
H. J. Holden	1	0	1	0
R. M. Wood	1	0	0	8
K. W. Fung	0	1	0	0
D. G. Woo	0	1	0	2
S. L. Sung	0	1	0	8
L. J. A. Fielden	0	0	1	10
Tang Man-wa	0	0	1	4
S. W. Tang	0	0	1	4
G. Trevorton	0	0	1	12
H. S. Chang	0	0	1	18
M. F. L. Haymes	0	0	0	1
G. W. Cooper	0	0	0	1
J. Barrow	0	0	0	1
H. C. Chan	0	0	0	1
S. W. Pan	0	0	0	2
K. I. Ip	0	0	0	2
C. L. Gregory	0	0	0	2
B. A. Proulx	0	0	0	2
Chan-son Feng	0	0	0	2
T. W. Chattey	0	0	0	3
F. A. Sequeira	0	0	0	3
Yeung Wing-kuai	0	0	0	3
S. W. Lee	0	0	0	5
Chiu Ki-fan	0	0	0	5
R. K. C. Chiu	0	0	0	9
Ho Hong-ping	0	0	0	10
Hoo Pak-ming	0	0	0	11
S. L. Yuen	0	0	0	17
	37	35	36	317

OWNERS			
	1st	2nd	3rd
Cire	4	4	3
Lan	4	3	3
T. K. L.	4	3	1
Eve	3	5	0
Necan	3	0	0
Li Po-chun	2	0	0
Eu Tong-sen	1	2	0
C. C. F.	1	1	0
Dynasty	1	1	0
P. & L.	1	0	1
Gredmaka	1	0	1
Villaja	1	0	1
C. W. K.	1	0	0
Mrs. A. E. Grasett	1	0	0
Young Bros.	1	0	0
Weetoo	1	0	0
Shields & Stantons	1	0	0
Kia Ora	1	0	0
Hollandia	1	0	0
P. M. Hoo	1	0	0
C. L. Gregory	1	0	0
Lee Chi-choh	1	0	0
Kwok Yee-chen	1	0	0
S. W. Lee	0	2	1
C. H.	0	2	0
Lee Bros.	0	2	0
Marber	0	1	3
S. K.	0	1	1
G. Tinson	0	1	1
Mrs. Chuong Ho-yen	0	1	1
I. L.	0	1	1
Lee Chi-choh	0	1	0
Billy	0	1	0
Kong Bros.	0	1	0
Culture	0	1	0
Wai Shiu-pak	0	1	0
G. A. Harriman	0	1	0
C. N. K.	0	0	2
W. T. Stanton	0	0	2
C. H. Chan	0	0	2
T. L.	0	0	1
Quartermaster	0	0	1
L. W. S.	0	0	1
Taata	0	0	1
Hearstair	0	0	1
S. S.	0	0	1
Manetta	0	0	1
Coliene	0	0	1
E. S. K.	0	0	1
Lucky	0	0	1
Cocoa	0	0	1
Solemnly	0	0	1
	37	35	36

154.0—Racyleight (Noodt, 152); 2, Eve of Harvest (Davis, 152); 3, Spicyleight (Moller, 155). 1 and 1 1/2 A.M.3.

158.3—Conquering Time (Moller, 150), and Eve of Reason (Davis, 153); 3, Hughber (Chang, 135). Dead heat and short head, A.M.2.

1 MILE 171 YARDS
210.2—Eve of Peace (Coppin, 154); 2, Eve of Hunting (Davis, 159); 3, Royal Wedding Eve (Sokoloff, 159). 4 and 2 1/2 A.M.3.

1 1/4 MILES
225.1—Navylight (Moller, 153); 2, Eve of Harvest (Davis, 153); 3, Confusion Bay (Needa, 150). Head and 3/4 A.M.2.

1 1/2 MILES
320.1—O-Lan (Needa, 148); 2, Eve of Harvest (Davis, 149); 3, Burford (S. W. Tang, 102). 2 and short head, A.M.1.

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ARMY SPORTLIGHT

By "SQUADRY"

(Continued from Page 14)

They are holding an Individual Small Units Athletic Meeting at Chatham Road on March 17, 18 and 19, when the following events will be held.

100 yards, 220 yards, 440 yards, 880 yards, One Mile, Three Miles, high jump, long jump, pole vault, 120 high hurdles, putting the shot, throwing the hammer, throwing the javelin, and throwing the discus.

There will also be an Open mile medley relay race open to all. Entries for this event should be sent to the Officer in charge of Combined Small Units Athletics, care of the Hong Kong Signal Company, Victoria Barracks, by March 10 at the latest.

St. Joseph's College are holding their Annual Athletic Meeting on Thursday, March 6, at Caroline Hill, and they have included in their programme a Mile Open race to the Army, and would like as many entries as possible to participate in this event. This is a fine opportunity for all Units to find out their best Miles for the Annual Army Athletic Meeting.

* * *

At the meeting of the Army Selection Committee held last Saturday it was decided to keep the same eleven as that played in the

Football

Final of the Lai Wah Cup against the Civilians, with the following change of positions. Freshwater to move to right half and Cpl. Burrell to move to left half, this will place Sgt. Freshwater in his original position in which, until this present season, he has played for the Middlesex Regt. during the past five years.

In the forward line Hossack will go to centre forward and Fox to the inside position.

The remainder of the team to remain as before.

Royal Scots, who were the only Senior Army eleven left in the Senior Shield suffered defeat at the hands of Royal Navy at Sookunpoo on Saturday thus smashing the Army's hopes of getting into the Final. The score was two goals to one.

Royal Army Service again won their match against Signals, although the latter put up a fine fight and never gave throughout the match. If Service Corps can steer clear of South China until the Final they will do well, and might even retain the shield in the Army which is at present held by 30th Hvy. Bty., R.A. who were knocked out in the last round by the Signals.

Royal Engineers won their match against Kit Chee on Sunday giving them a three point lead over the Service Corps, both having played the same number of games. At this stage the Sappers cannot afford to drop any points to make sure of the League.

At Shamshuipo on Sunday Middlesex Regt. Cpls. Mess entertained R.A.S.C. Cpls. Mess and started off the afternoon with a game of football which at half time turned into a rugby game. Neither side could gain the upper hand and the Final score was one football goal each and one Rugby goal.

Service Corps scored the first goal through Glen who sent in a twisting shot which gave Cpl. Barron no chance. This he said after the game was from out of the bag.

The "Diehards" soon replied with the masked player scoring a fine goal. He was wearing this mask as he did not want his identity to be made known lest he be approached to sign papers for any

Mass Production Tennis In U.S. New Idea Promoted By L.T.A.

GOOD SPORTSMANSHIP EMPHASISED

AMERICANS HAVE a way all their own when it comes to encouraging the young idea in sport, states a message from New York. Lawn tennis particularly is noted for this and, as evidence of its reward, one has only to glance down their list of champions.

Hitherto a young player showing any promise was immediately taken in hand by the United States Lawn Tennis Association and afforded every facility to help him or her to become a champion. Now, the United States L.T.A. has widened its scope and is planning "mass production" of champions.

Thousands of boys and girls in every State will reap the benefits of lawn tennis under the latest scheme. Promising youngsters in 30 key cities have been formed into junior Davis Cup squads, each in the care of a local committee, and are coached in strokes and tactics, and encouraged to conduct themselves as good sportsmen, both on and off the courts.

"Instead of concentrating on the development of one or two players and helping them to become such outstanding players that they will dominate all tournaments in which they compete," said Mr. Holcomb Ward, President of the United States L.T.A., "the U.S. L.T.A. has been trying to help several hundred boys on junior Davis Cup squads to be creditable representatives of the game."

Tennis Clinics

"Junior Wightman Cup squads have been organized along similar

of the local football clubs in Hong Kong.

The second half was rather exciting as Cpl. Thompson acting as coach to the Middies, was occasionally getting the ball himself and only the referee blowing the whistle, stopped him from running the whole length of the field to score a try.

The game ended with both sides completely played out and it was not until the refreshments were given out (good old English beer) that they came round.

TWO matches are due to be played in the Large Units Rugby League at Sookunpoo today between Royal Engineers, who have not yet lost a match, and Middlesex Regt.

The second match between Royal Scots and Combined Small Units should prove a good game, although the Small Units have still to win a match.

AT Shamshuipo on Wednesday and Thursday the Middlesex Regt. are holding their Inter Company Open boxing competition in the afternoons owing to the "Blackout". They are all out to avenge their defeat at the hands of Royal Scots, who defeated them in the Area Novices competition last month, at the Annual Command Open Team boxing competition which will take place in April. The Command Opens Individuals are taking place at Shamshuipo on March 11, 12 and 13.

lines for girls as part of the national development programme. Tennis clinics are being held for beginners and preparatory squads have been formed to carry on the elementary instruction given at the clinics.

"Amateur lawn tennis has never had so many promising boys and girls playing high-grade tennis in this country; the general average of play is higher than at any previous period in the history of the game," Mr. Ward declared.

The tennis clinics referred to above have been increased in number in the past year and they have proved to be one of the best methods of instructing young players.

The clinic provides boys and girls with free expert instruction in essential strokes, tactics and court manners, diagnoses their faults and suggests corrective treatment.

American Thoroughness

Dr. William P. Jacobs, Chairman of the U.S. L.T.A. tennis clinic committee, reports widespread interest in the movement. A standard clinic at Presbyterian College, Clinton, South Carolina, gives a three-day course to 150 pupils at a time. There are talks and demonstrations, and films are shown. In addition local associations throughout the country organize clinics for one, two, three or more days.

Another instance of American thoroughness is illustrated by the fact that young players, after having been taught the fundamentals of the game, are now being trained as umpires. And youngsters who have played little tennis are encouraged to become court officials.

Several schools have been held, and boys who have attended them have served as umpires and line-men in the American junior championships. The efficiency of these young officials has helped materially to make the tournament one of the outstanding events of the year.—Reuter.

BADMINTON

RECREIO BEAT Y.M.C.A.

Playing at home in "A" Division of the Badminton League last night, Recreio beat Chinese Y.M.C.A. 5-4.

J. J. Remedios and H. S. Gonçalves (Recreio).

lost to S. Koh and C. Y. Yung

lost to C. H. Wong and G. T. Lau

beat C. Au and H. Koh

A. M. Silva and L. A. Carvalho (Recreio).

lost to Koh and Yung

beat Wong and Lau

beat Au and Koh

A. M. Rodrigues and M. A. Oliveira (Recreio).

beat Koh and Yung

lost to Wong and Lau

beat Au and Koh

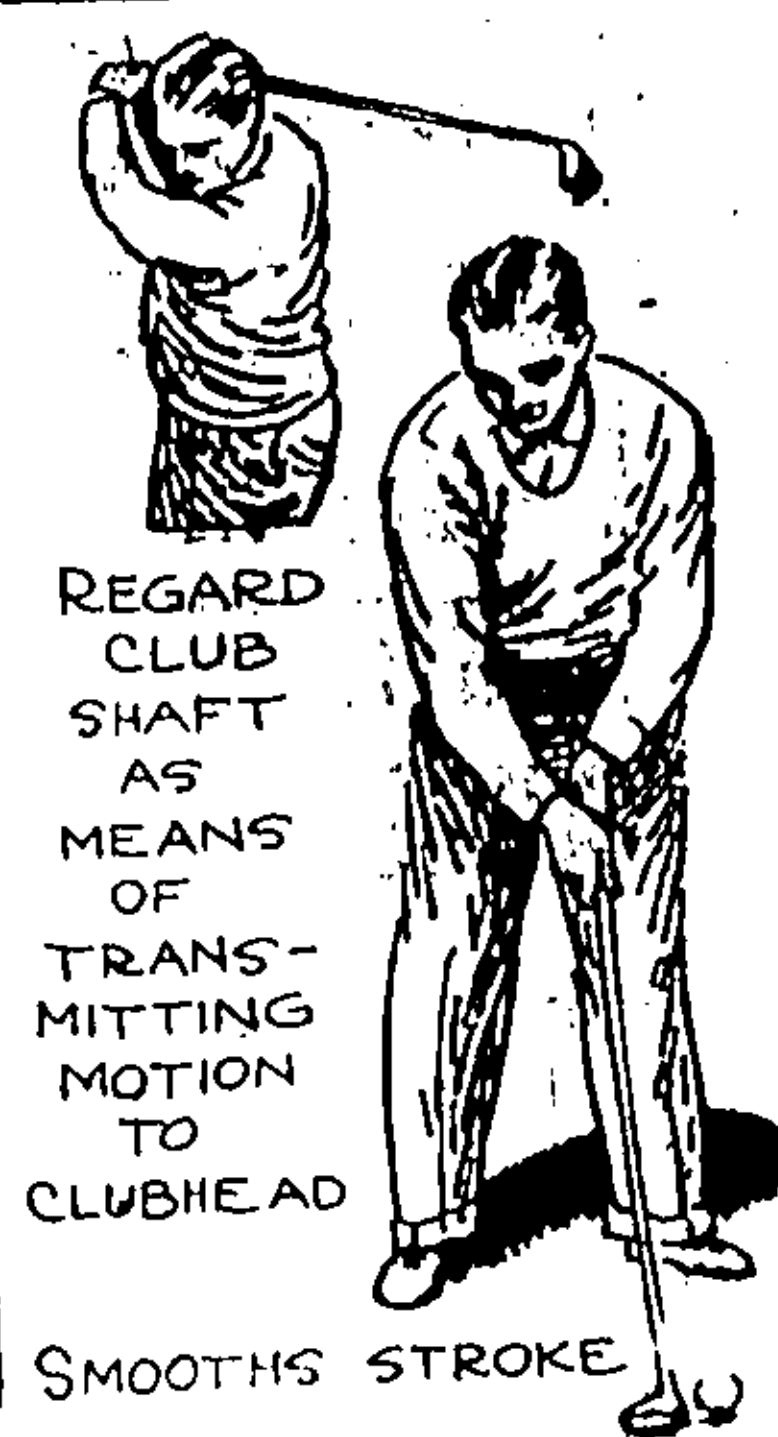
League Table

	P.	L.	W.	F.	A.	Pts.
University "A"	4	0	4	33	3	8
University "B"	3	1	2	10	11	4
Recreio	5	3	2	14	31	4
Chinese "A"	6	5	1	10	30	2

GAME POSTPONED

The game between University "A" and University "B", scheduled for last night, was postponed to Friday.

GRAPHIC GOLF



1-7

A Mental Tip

BY BEST BELL

Golfers who rush their swing, literally snatching it up and then dashing it down might try the following cure. The idea is more mental than physical but its reaction is to induce a slower tempo in the stroke. Consider the head of the club as the implement which does the actual striking of the ball and the shaft as a medium of transmitting power.

This suggestion is somewhat like the weight on the end of a string method of swinging. The shaft like the string is thus the means by which momentum is applied to the clubhead through the medium of the hands. The tendency from such thinking when applied to the stroke means a more gradually accelerated speed. Furthermore at the top of the swing, a momentary pause is possible before the downswing starts. Stopped at this point, the descent gradually increases to come onto the ball at its highest possible speed.

Next Article:—Chin Back.

To-morrow afternoon at 2 p.m., on the Southern Playground, Wanchai, the Children's Playground Association will hold their seventh annual Children's Sports. A football (small ball) match will be played at 4.30 p.m. and prizes will be presented at 5 p.m.

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MATSUOKA EXPLAINS AGAIN

No Offer Of Mediation In European War

BOMBS IN NORTH OF SCOTLAND

German air activity over Britain during daylight yesterday was very slight, only bombs reported being at places in the north of Scotland.

Announcing this, the Air Ministry states the bombs caused neither damage nor casualties. —Reuter.

PRIORITY ORDER IN AMERICA

THE UNITED STATES GOVERNMENT YESTERDAY PLACED ALUMINIUM AND MACHINE-TOOL PRODUCERS ON A MANDATORY PRIORITY BASIS UNDER THE DEFENCE PROGRAMME.

Under this order, which expires on May 31, defence orders must be given priority, and in consequence supplies of such articles, as household pots and pans may be delayed for a few months.

This is the first time such action has been taken under the powers which were recently provided. —Reuter.

Misconception Due To Phraseology

MR. MATSUOKA, THE JAPANESE FOREIGN MINISTER, MADE A STATEMENT IN THE HOUSE OF REPRESENTATIVES COMMITTEE IN TOKYO YESTERDAY ON THE POSITION RELATING TO THE OFFER OF MEDIATION IN THE EUROPEAN WAR ATTRIBUTED TO HIM.

He was replying to questions on his recent memorandum to Mr. Anthony Eden and to the charge that the memorandum was represented by the British as containing Japan's offer to mediate between the warring great powers.

Mr. Matsuoka stated, according to the Domei agency, that what he sent was not a personal message but a memorandum relating views expressed by Mr. Eden, probably on February 7, in an interview with Mr. Shigemitsu, the Japanese Ambassador in London, regarding the South Seas question as well as the Tokyo conference of mediation on the Thai-Indo-China dispute.

Mr. Matsuoka added that he took the occasion to convey to Mr. Eden a long-cherished ideal of world peace in general.

Mr. Eden, in his interview with Mr. Shigemitsu, had referred to the Thai-Indo-China mediation proceedings in Tokyo, and therefore, said Mr. Matsuoka, he replied to Mr. Eden and no other mediation question was mentioned in this reply.

Caused By Phraseology

Mr. Matsuoka added he surmised that the British misunderstanding

was possibly caused by the phraseology he used regarding the Thai-Indo-China negotiations, to the effect that Japan would be glad to take measures for the restoration of normal conditions, not only in Greater East Asia but anywhere in the world.

To prevent possible misunderstanding, however, Mr. Matsuoka said he handed a copy of the memorandum to the British Ambassador in Tokyo, reminding him that the memorandum had nothing to do with Germany. —Reuter.

GREEK OPERATIONS RESTRICTED

Greek operations against the Italians in Albania have been restricted owing to heavy rain and thick mists, stated Athens radio last night.

Recently captured large mountain ranges, ridges and areas have been systematically cleaned up with the result that more prisoners have been captured, and automatic weapons and good quantities of ammunition, tents and blankets taken.

Successful patrol activity is also reported.

Two enemy tanks were destroyed in a local engagement where the enemy were completely routed.

Three Italian planes were shot down and two others severely hit. —Reuter.

ADM. CUNNINGHAM CHALLENGES STUKAS

(Continued from Page 1)
Diving suddenly on two enemy planes they drove them almost into the sea.

Crippled Bombers

The bombers unloaded their bombs in the ocean in order to increase speed and elude the pursuers but without avail, and one German plane burst into flames and dived to its fate. A second staggered off crippled as the British fighters came to the end of their ammunition.

Enemy planes made a second wary appearance in stronger force, sweeping down out of the sky as dusk fell, but though favoured by falling light, the attack never materialised.

This was the last trouble from sky raiders and the Fleet, proceeding on its scheduled course, endeavoured to locate the Italian fleet.

Close To Coast

Our pursuit of the elusive enemy brought us close to the

Printed and Published for the Proprietors, The Newspaper Enterprise Ltd., by GORDON CAMPBURNETT, Windsor House, Victoria, Hong Kong.

STOP PRESS

Mr. Fung Kwok-wah died in the Kowloon Hospital at 9.10 a.m. to-day. The funeral of the late Mrs. Fung will take place this afternoon.

The prefix "special" to telegrams is used by the "Sunday Herald" and "China Mail" to indicate news which is strictly copyright under the provisions of the Telecommunications Ordinance, 1938, and may not be reprinted under any circumstances, either wholly or in part, without prior arrangement.

Italian coast: all guns from 15-inch down to the deadly network of pom-poms swung broadside ready for action but there was no sign of life from the Duce's sailors—British freedom of action in the Mediterranean remains as great as ever. —Reuter.

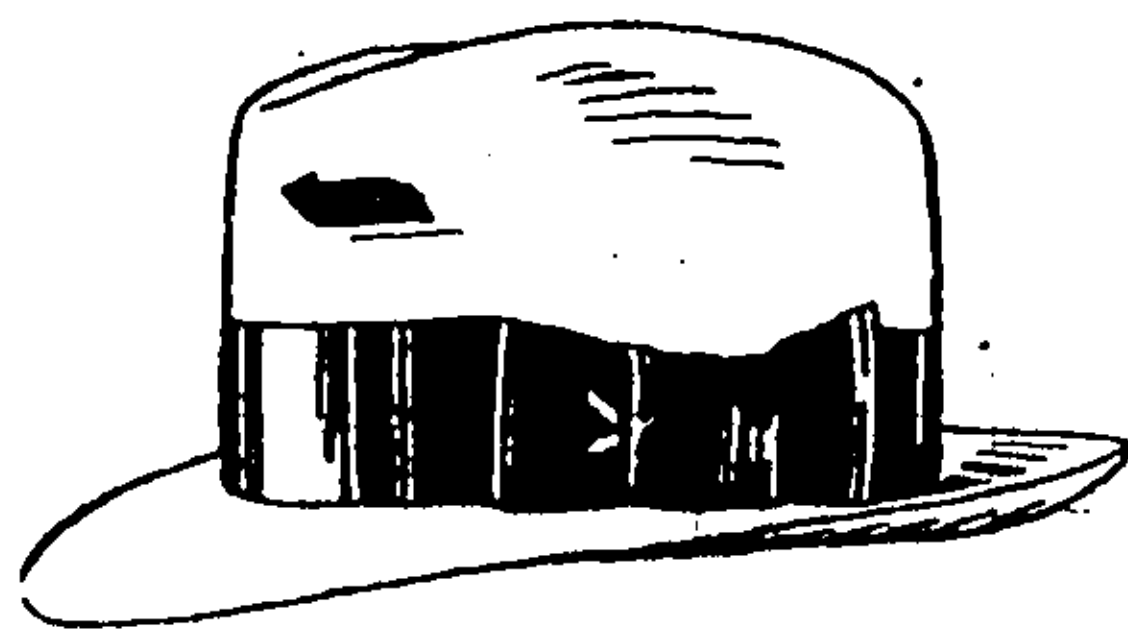


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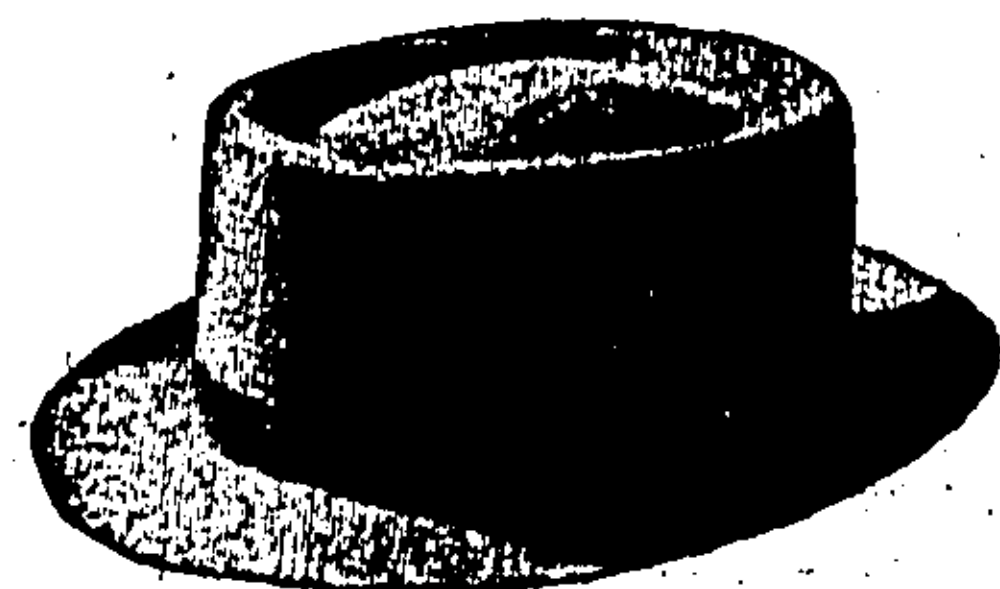


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ADOLF IN HIS BEST FORM

Page 2

SECOND^{ED}


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ADM. CUNNINGHAM CHALLENGES STUKAS

LAVEL STILL NOT IN

Marshal Petain yesterday announced a new reorganisation involving five members of the Cabinet and ten State Secretaries.

Admiral Darlan, as Vice-Premier executing Marshal Petain's decisions, also takes the portfolios of Interior, Foreign Affairs, Navy and Information.

General Huntziger is given the posts of Aviation Minister and War Minister.

M. Yves Bouthillier becomes Minister of Economics and Finance.

M. Pierre Caziot is appointed Minister of Agriculture and M. Joseph Barthélemy, Minister of Justice.

State Secretaries have been appointed to administer relations with Germany, work and industrial production, International News Service.

JAPAN PREPARED Diet Told

The Japanese navy has already worked out a plan which takes into full consideration American developments in the Pacific, the Vice-Minister for the Navy told the Diet in Tokyo yesterday.

Moreover, he pointed out, the American programme called only for the expenditure of \$240,000,000 on their fortifications in the Pacific, including Guam Island. He added: "Japan will not feel any serious menace to her national defence from fortifications on such a scale." — Reuter.

WASHINGTON ENQUIRING

THE GERMAN CLAIM TO HAVE SUNK A STEAMER CALLED "CANADIAN CRUISER" IS BEING INVESTIGATED, MR. SUMNER WELLES, U.S. ASSISTANT SECRETARY OF STATE, DECLARED YESTERDAY.

THE STEAMER WAS SAID TO BE FLYING THE UNITED STATES FLAG AND TO BE CARRYING UNITED STATES MARKINGS.—REUTER.

Battle Fleet Sweeps The Central Mediterranean

(By Reuter's Correspondent with the
Mediterranean Fleet)

WHILE SOME UNITS OF THE FLEET CONTINUE TO MAINTAIN COMMUNICATIONS ALONG THE LIBYAN COAST, THE MAIN BATTLE FLEET, IN A FOUR-DAY OPERATION IN THE CENTRAL MEDITERRANEAN, BEAT OFF GERMAN DIVE-BOMBERS AND SUCCESSFULLY COVERED THE PASSAGE OF CONVOYS.

Making a determined effort to break up and sink a British convoy under the powerful protection of British warships, dive-bombers operating from Italian bases, attacked the Fleet near the scene of the former unsuccessful attack against the aircraft-carrier *Illustrious*.

The British ships were undamaged and the German planes were driven off with losses.

"Yesterday the Italian High Command communique claims that a German air formation attacked a British naval squadron in the eastern Mediterranean, hitting one big but unidentified warship so seriously that she probably sank (There was no confirmation in London of this claim).

This time the Germans had as target another aircraft-carrier but, probably still smarting from the heavy toll exacted by fighters from *Illustrious* in the earlier attack, the enemy planes confined themselves to dropping bombs at other units of the Fleet.

Prolonged Sweep

In addition to escorting a number of fast merchantmen safely the warships carried out a prolonged sweep according to plan undertaken by either dive-bombers or the Italian fleet, of which there was still no sign.

MR. CHURCHILL'S FRANK TALK WITH MR. SHIGEMITSU

Reuter's diplomatic correspondent learns from well-informed Japanese circles in London that the interview between the Japanese Ambassador and Mr. Churchill yesterday was very fruitful and should greatly contribute to dissipate certain misunderstandings that have arisen between the two countries.—Reuter.

U.S. ARMY VOTE

President Roosevelt is asking for over \$3,000,000,000 for the Army's emergency defence needs.

Actual sum requested is \$3,812,000,000. It is an additional appropriation for the balance of the current fiscal year and includes \$292 million to expedite the production of equipment and supplies, and \$888 million for the Air Corps.—Reuter.

INDO-CHINA ARMY LEAVE CANCELLED

THE MILITARY authorities in French Indo-China have cancelled all army leave, according to Paris radio yesterday.

The French Far-Eastern fleet is reported to be cruising in the Gulf of Siam.—Reuter.

(SPECIAL TO "CHINA MAIL") "within the next 36 hours." According to messages received in Kwong Chow Wan last night, the Indo-China Government has issued an urgent message to French residents warning them to be prepared for an emergency. The messages indicated that Japan was pressing the Indo-China delegation in Tokyo to accept certain demands detrimental to the integrity of Indo-China.—Our Own Correspondent.

ERITREA ADVANCE

British operations in Italy's East African possessions continue to advance on all fronts.

Italian troops holding positions in Eritrea have been dispersed by British forces advancing from the north and many prisoners were taken.

The advance towards the south continues.

On the road to Gondar, in northern Abyssinia, the advance of British elements is developing satisfactorily.

The R.A.F. has been very active in various African battle zones.

In Eritrea, a South African squadron on Sunday destroyed eight Italian planes on the ground and damaged several others at Malkale, in a machine-gun attack.—Reuter.

Cairo Communique

A Cairo G.H.Q. communique states: "Eritrea—our forces advancing from the north have dispersed Italian troops holding positions about Cubeub (40 miles N.N.E. of Keren). Many prisoners have been captured and advanced elements of our troops have reached Amanit.

Italian Somaliland—following the capture of Margherita and the important Italian post of Gelib our advance in the whole area east of the River Juba is developing successfully. Many prisoners and quantities of war material, of which details are still lacking, have already been captured in this operation."—British Wireless.

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Cleaning up the debris after a heavy German raid on Portsmouth. The "debris" in the possession of the bluejacket suggests how close the Nazis got to military objectives.

CHINESE GIFT TO AIR RAID VICTIMS

Forwarding £64 to the Lord Mayor's Air Raid Distress Fund from members of their Chinese staff in China, a London business firm wrote:

"We feel this is proof of the sympathy with which the British cause is viewed at the other end of the world as a worthwhile dividend on the generous help given by the Lord Mayor's Relief Fund a couple of years ago to China."—Reuter.

BOMBERS FOR ROYAL DUTCH NAVY

TWO MORE BOMBERS HAVE BEEN PRESENTED TO THE ROYAL DUTCH NAVY BY THE "PRINCE BERNHARD FUND," WHICH ACTS AS A WORLD-WIDE DUTCH WAR WEAPONS COMMITTEE.

Altogether 64 Spitfires and 23 bombers have now been presented to the Dutch and British forces by Free Dutch all over the world.—Reuter.



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Britain's New Fortress Of The North

(From Reuter's Special Correspondent at Reykjavik)

IN THE NINE MONTHS since British troops occupied this remote island of Iceland no time has been wasted in converting it into a fortress of the far north.

Permanent camps have been laid out, roads built and defences constructed. Britain has now consolidated her northernmost military outpost of Iceland and British army headquarters here are confident that no attempt by Germany to oust the British there would have the slightest chance of success.

R.A.F. RAIDS IN ALBANIA

British aircraft have been continually bombing Italian positions in the area of the Skumbi Valley, Elbasan, Ilin and Podgradetz from 3 o'clock yesterday morning, says Reuter's special correspondent on the Albanian frontier.

Italian troops in this area have been reinforced during the past week.

Further south, in the Devoll and Voyusha Valleys, artillery was heavily engaged yesterday. Several local actions are reported in which Italian infantry attacks were repulsed with heavy losses.

In the Ostravitz Mountains the Greeks captured an important height dominating the Italian advanced positions.

Dukazi Attacked

Supporting the Greek operations the R.A.F. successfully bombed Dukazi, north-west of Tepelini, during Sunday, states a communiqué from R.A.F. headquarters in Greece.

Buildings were hit as well as enemy positions to the southward, while bombs were seen to burst on anti-aircraft batteries.—Reuter.

INDIA'S PART IN THE WAR

AFTER A TRIBUTE TO THE GALLANTRY OF THE INDIAN TROOPS IN LIBYA, ERITREA AND ABYSSINIA, MR. L. S. AMERY, SECRETARY FOR INDIA, DEALING WITH INDIA'S WAR EFFORT, SAID YESTERDAY THAT INDIA WAS NOW ONE OF THE GREATEST INDUSTRIAL COUNTRIES IN THE WORLD, AS WELL AS ONE OF THE GREATEST PRODUCERS OF FOODSTUFFS AND RAW MATERIALS.

She was already making her own rifles, machine-guns, field artillery and ammunition and 90 per cent. of all miscellaneous equipment for her forces.

The Indian Army, Mr. Amery said, was being rapidly expanded to a force of 500,000 men armed, trained, equipped and mechanised on a modern scale, exclusive of troops already serving abroad.—Reuter.

The troops are cheerful and in excellent health, although having to contend with an erratic climate.

The food is good, mostly bought locally, and sickness has been remarkably low.

English beer is now brewed for the British troops by an Icelandic firm.

Intensive training has been carried out, including a mock invasion. Training in mobile warfare is a special feature.

Special Arctic equipment has been issued and skis supplied in large numbers. The British soldiers have taken well to skiing.

Vocational Training

Vocational training is popular and there is tremendous interest in foreign languages. Many officers and men already speak the local tongue fluently.

Local leave is often used to tour the waterfalls, hot springs and other sights of Iceland, but no home leave has yet been granted except in a few cases for compassionate reasons.

Relations between the High Command and the Icelandic Government are excellent.—Reuter.

MR. EDEN SEES GENERAL CATROUX

AS SOON AS HE ARRIVED IN CAIRO THE FOREIGN SECRETARY, MR. ANTHONY EDEN, RECEIVED GENERAL CATROUX, LEADER OF THE FREE FRENCH FORCES IN THE MIDDLE EAST, IT IS NOW REVEALED.

Mr. Eden congratulated General Catroux on the part played by the Free French forces in the defence of Egypt and against the Italians in Abyssinia, and on the notable contribution which French soldiers, sailors and airmen were making in the fight against the common enemy.—Reuter.

RAIL FOOD CRITICISED BY MINISTER

The Minister of Transport is "very dissatisfied" with the food arrangements on the railways.

Amid cheers, the Minister, Colonel Moore-Brabazon, said in Parliament:

"The British public, patient as they are, will not tolerate the bad train services existing at present on an empty stomach.

"If the railway companies cannot, and I cannot, arrange very early a betterment of this position, I am going to call in Lord Woolton (Food Minister)."

TO ATTEND THE WAR CABINET

Mr. R. G. Menzies, the Australian Premier, will attend meetings of the War Cabinet during his visit to England, it was officially announced in London yesterday, says Reuter.

LUFTWAFFE REINFORCEMENT IN BALKANS

Large reinforcements of the Luftwaffe have left Austria for Rumania and Italy in the past few days, according to reliable reports received in Belgrade yesterday.

Units of ground staffs have also been going to Italy.—Reuter.

Famous Scientist Lost

An aeroplane carrying the discover of insulin, Sir Frederick Banting, which had been missing since Friday, has been located.

The Canadian Munitions Minister, Mr. Howe, made this announcement in the House of Commons in Ottawa yesterday.

There are indications that someone is alive in the plane, which is in a small bay.

Mr. Howe said a machine equipped with skis was on the way to investigate.

A message was written in the snow near the grounded aircraft.

Canadian officials in Montreal said that a man seen on the Newfoundland coast is believed to be Captain Mackey, commander of the aircraft.—Reuter.

KING WITH POLISH AIRMEN

King George, while making a tour of inspection of R.A.F. aerodromes recently, visited several Polish squadrons.

His Majesty subsequently expressed his appreciation of the smartness and enthusiasm of the Polish airmen.

The Polish Commander-in-Chief, in reply, assured His Majesty that Polish airmen are proud to fight wing to wing with the R.A.F. and consider it a privilege to be serving at the same time their own country and Britain in the common noble cause.—Reuter.

PETROL LACK DELAYS A.R.P.

Lack of petrol is blamed by Chelsea Borough Council for delay in improving A.R.P. shelters.

The War Emergency Committee reported: "Our chief problem has been the inability of the manufacturers, owing to the shortage of petrol to deliver the large quantities of steel ordered by us from the mills.

"This is a serious hindrance in our plans and we have taken the matter up with the petroleum officer concerned."

ANGLO-GREEK DISCUSSIONS

The Greek Minister in London had an interview with Mr. Winston Churchill yesterday, says Reuter.

Intensification Of U-Boat Attack

He threatened immediate intensification of submarine warfare, exclaiming: "Our new U-boats are now ready."

The burnt junk was towed to Hong Kong and handed over to the police.

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TERRIBLE ILLUSION AMONG AMERICANS

KING CHANGES TITLE OF THE A.M.P.C.

The title of the Auxiliary Military Pioneer Corps has been changed to that of the Pioneer Corps.

The Secretary of States for War, states in a written reply that the King has approved the change in view of the services which the corps has rendered.

"As regards the grant of the distinction 'Royal,'" he adds, "I think it would be better to follow the normal practice and postpone consideration of such a matter until the end of the war."

SIR WALTER CITRINE, Secretary of the Trades Union Congress General Council, who has just returned to Britain from a tour in the United States, said yesterday there was a terrible illusion in the mind of the American people that their great automobile industry could be turned over to the production of aeroplanes in thousands.

He knew before he left that the problem was realised certainly by people in authority. They knew that with the best will in the world it would take to the middle of 1942 or the end of that year before American aeroplane production could reach its peak.

The American air force was doing marvels. Many of their latest types were quite up to the standard when he left Britain.

In the United States, proper interchange between this country and the States, he was sure could turn out to surpass anything.

As to when it would become a British point of September.

He believed the American with British total output of German.

Good

Sir Walter Citrine said "Good will is a universal language. Little patriots are almost everywhere but they are not everywhere."

President Citrine said the Labour force has been halved since the war began.



(Copyright, Fox) A hospital was among the places hit in a raid on London, areas recently and a nurse and some patients were killed. Photo shows little patient who were in a damaged ward of the hospital, also damaged in another ward, also damaged. (Copyright, Fox)

BOMBER COMES DOWN SAFE AMID HOUSES

BY THE LIGHT OF FLARES THE PILOT OF A VICKERS WELLINGTON LONG-RANGE BOMBER BROUGHT HIS PLANE DOWN "ON A POSTAGE STAMP" IN A SOUTH COAST TOWN.

Petrol was getting short and it was pitch dark as the pilot, on his way back to his base after a trip to Italy, circled the town and picked out a landing place.

He skimmed the roofs of houses and landed on a piece of land little larger than the bomber itself.

The bomber was hidden to view behind rows of houses, and one woman charged six-pence a head to everyone who wanted to go through her house to look at it.

She will hand over £15 to the local Spitfire Fund as a result.

Owing to the Bank Holiday there will be no parade of the Training Company at the Murray Barracks this evening.

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Alice Faye

STARTING THURSDAY **"JOHNNY APOLLO"** Tyrone Power
Dorothy Lamour

MUTT AND JEFF



SURGEONS CUT WOUND TOLL

In one convoy of sixty severely wounded men who arrived from Dunkirk only two died and no amputations were necessary. Yet in the last war the death roll would probably have been fifteen with amputations carried out for another fifteen.

Mr. A. Dickson Wright, distinguished Wimpole Street surgeon, quoted these figures in London to illustrate the amazing progress which medical science has made in the treatment of wounds.

"At present the surgeon feels himself on top of this wound question, except in one respect in which we must still confess ourselves beaten—the matter of shock," he added.

"In the last war treatment, as we now see, was entirely on the wrong lines. Wounds were dressed daily with gauze, which stuck to the raw surfaces. The wound is now laid freely open and all damaged tissues cut cleanly away and left widely open.

"Our profession has at last realised that nature is the best healer if left free from meddling interference. Still, there are many multiple wound cases who pull through only with the aid of the commonsense, humanity and genius one finds in the perfect nurse."

BLACK-OUT TESTS

It has now been decided that dimmed navigation lights can be used during the black-out by the Star Ferry, Yaumatei Ferry and the fire floats.

It is also notified that

(a) Certain lighting trials connected with street lighting and the lighting of premises will be carried out during the nights of 26th and 27th February, 1941.

(b) Authority has been given to relax certain of the lighting restrictions laid down in the Black-out Order to certain dockyards and other premises, the owners of which have been informed.

(c) The Fire Brigade will be carrying out certain exercises, and flares will be lit in certain parts of the city to simulate fires.

HIS HAMMER KILLED HIM

A carpenter, Bernard Christopher Boardman, fifty-one, of Kensal Road, North Kensington, London, working at a London factory, stood on a ladder to use a hammer weighing three-quarters of a pound.

After coming down, he moved the ladder, but forgot he had left the hammer on top. It fell about 10ft. and struck him on the head. He died in hospital.

8 WEEKS, THEN ARMS JOBS

Girls have proved their worth in the training course that fits men and women for engineering work in munitions.

Experience has shown that if women are keen they are intelligent workers and sometimes speedier than men.

Already a number of women have completed an eight weeks' course in various parts of the country and have been absorbed by factories.

At a London technical institute an instructor said: "I had rather wondered how women would stand up to the work, but they managed very well."

"They ask more questions than men, but often show a latent mechanical sense and master the job. They seem pretty quick with their fingers."

Keeness Needed

The training course is prepared by the Ministry of Labour in conjunction with the technical education authorities. It has been adopted in various parts of the country, particularly in the Midlands Lancashire and Yorkshire and Tyne-side.

The scheme is a development of that originally aimed at reducing the hard core of unemployment, and now embraces men and women of all stations willing to cooperate. The London Institute is typical of others.

Men willing to be trained are interviewed by the principal, who has wide discretionary power.

"Keeness is the main requirement," he explained. "Our demands are very elastic and there are no rigid rules."

The men agree to work on a forty-eight-hour week basis for eight weeks and are given tuition qualifying them as centre lathe turners or fitters.

They are paid while having training.

WEDDING RING

WEDDING RING HE WAS TO HAVE PLACED ON HIS BRIDE'S FINGER LED TO THE IDENTIFICATION OF A MAN FOUND DEAD IN THE WRECKAGE OF A HOUSE IN SOUTH-EAST ENGLAND.

He was Douglas Leonard Stares, aged twenty-six. Beside him lay the body of his bride-to-be, Miss Phyllis Evans, twenty-four.

They had been having supper at the house of a friend when a bomb made a direct hit on the house.

The couple were to have been married at Wandsworth Register Office.

They had been engaged for two years.

Miss Evans was buried in her Welsh home town.

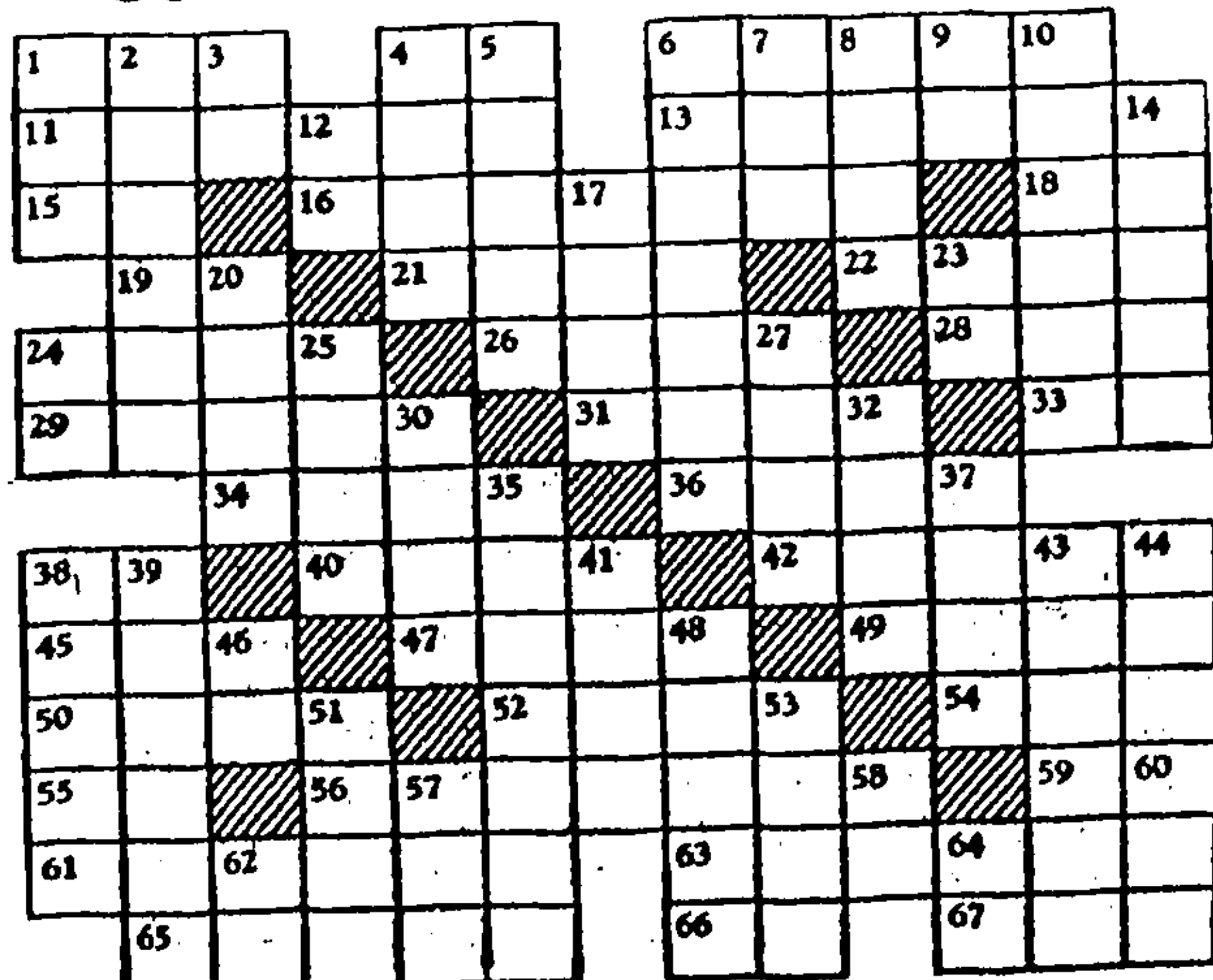
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HORIZONTAL

- 1 Literary scraps
- 4 Babylonian deity
- 6 In the midst of
- 11 Planet
- 13 To fasten
- 15 Land measure
- 16 Smothered laugh
- 18 Half an em
- 19 Sun god
- 21 Lamb's pen-name
- 22 To cld
- 24 Cryptogamous plant
- 26 Heating apparatus
- 28 Descent
- 29 Aroused
- 31 Reverberation
- 33 Teutonic deity
- 34 To split
- 36 Weird
- 38 Symbol for corium
- 40 Hindu deity
- 42 Billiard shot
- 43 Inlet
- 47 To rant
- 49 Tidy
- 50 Unoccupied
- 52 Death in
- 54 Japanese measure

- 55 Pronoun
- 56 Volcano in Washington
- 59 Behold!
- 61 Music in
- 62 Quick time
- 63 To become hard-drawn
- 65 Glistening brightness
- 66 Spanish article
- 67 Room in a harem

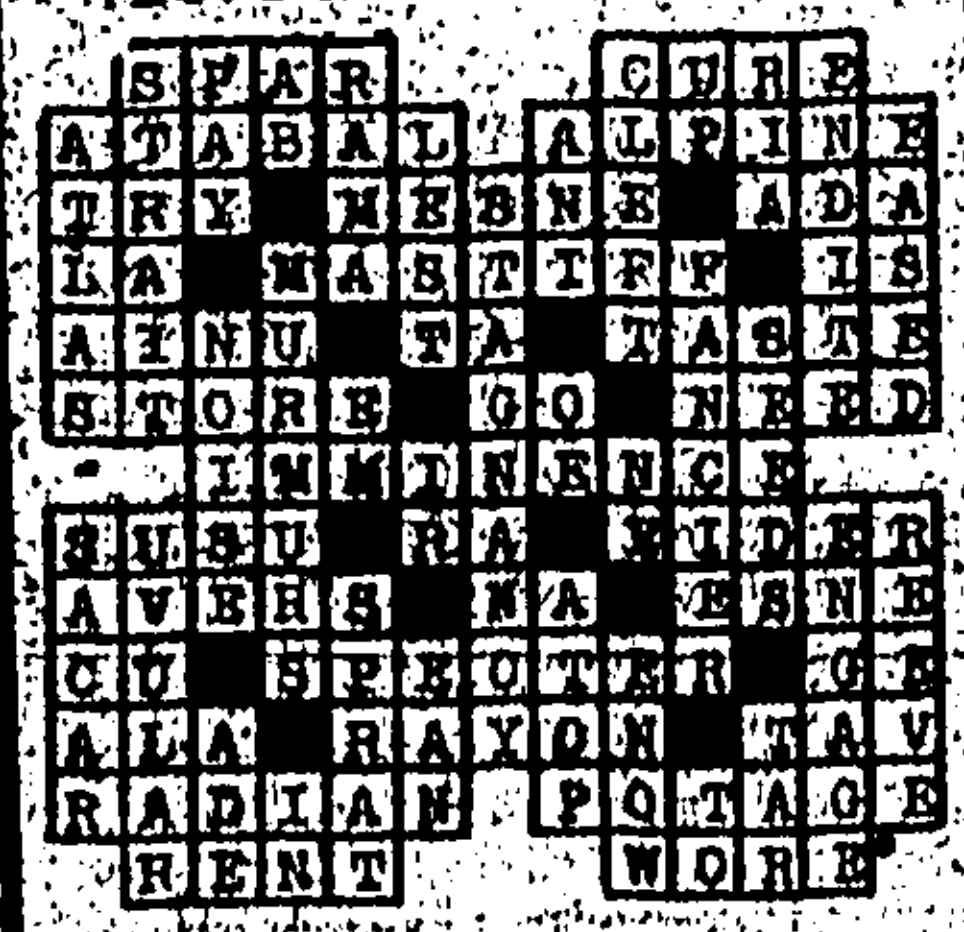
VERTICAL

- 1 King of Judah
- 2 Bigoted
- 3 By
- 4 Sea-eagle
- 5 Feeble-minded
- 6 Distrustfully
- 7 East-Indian tree
- 8 African herb
- 9 Greek letter
- 10 European country

12 You and me

- 14 To penetrate
- 17 To quote
- 20 Ancient musical instrument
- 23 Prefix: two
- 24 Colloquial: mother
- 25 To slip
- 27 Exclamation to attract attention
- 30 At all
- 32 Algerian airport
- 35 Subterfuge
- 37 Belgian river
- 38 To corrugate
- 39 Large sea-ducks
- 41 River in England
- 43 Navigated
- 44 French conjunction
- 46 Mulberry
- 48 Choicest part
- 51 Gaelic
- 53 To apportion
- 57 Devoured
- 58 Symbol for ruthenium
- 60 South American ungulate stock
- 62 What?
- 64 Preparation

YESTERDAY'S SOLUTION



BRITISH IN AFRICA MEET HUGE TASKS

(By MAJOR CLAUDE S. JARVIS)

TO APPRECIATE THE VASTNESS OF THE AREA IN WHICH GENERAL SIR ARCHIBALD P. WAVELL'S COSMOPOLITAN ARMIES ARE OPERATING ON WHAT MAY BE TERMED THE NORTH-EAST AFRICAN BATTLEFIELDS IT IS NECESSARY TO UNDERSTAND THAT IT IS ABOUT AS LARGE AS THE CONTINENT OF EUROPE.

Over the whole of this area we have the advantage of internal lines of communication, but internal lines of communication have not the same significance in lands separated from one another by hundreds of miles of desert as they have in Europe.

We have, however, the added advantage of command of all the seas, with the possibility of employing it to transport troops and supplies to various ports, and in any case we have a far better position than the Italians, who have no communications whatsoever except perhaps a ship or two that might run the gauntlet of our blockading submarines to Tripoli.

Five Widely Varied Fronts

There are at present no fewer than five fronts on which our forces are engaged—Libya, Eritrea, Ethiopia from the Eastern Sudan, Southern Ethiopia from Kenya and Italian Somaliland. On virtually all these fronts climatic conditions vary with latitudes from intense cold in Libya to torrid heat in Somaliland, and the kit worn by our men on the Mediterranean coast would be quite unsuitable if they were transferred to reinforce the front farther south.

The same applies, to a certain extent, to the mechanised units and their transport, for vehicles suitable to the Libyan terrain may not meet the requirements of the rough tracks on the Ethiopian fronts, where possibly it is being found that the ubiquitous camel and mule are in some cases the most efficient means of running up supplies.

The cold in Libya is intense, as one may gather from war photographs showing our troops fighting at midday wearing "tin hats" over Balachava helmets. It is improbable, except in the highlands around Cirene and the Jebel el-Achdar area south of Derna, that the temperature falls much below the freezing point, but the southeast wind blowing in from the high desert, which in Summer is like a blast from an oven, in Winter is most bitterly cold and penetrating.

Accompanied, as it is sometimes, by a driving, icy rain, it is extremely difficult to believe that the thermometer is registering only some 40 degrees, and in the desert there is no cover from the bitter blast.

The wind whistles down the wadis and gorges and swirls into what appear to be sheltered nooks. The only draughtless spots are the horseshoe circles of the big sand dunes, where the calm presents discomfort from a constant shower of falling sand.

One of the most difficult phases of these desert operations is the maintenance of rifles and machine-guns in working condition when all the oiled parts of the mechanism are continually clogged and gritty with sand. The Arab method of wrapping the rifle breech with a rag and blocking the muzzle with a wad has obvious disadvantages when an enemy patrol may be lurking around every rocky corner.

In A Fruitful Wilderness

Lieut. Gen. Henry Maitland Wilson's forces in Libya, now operating on what is known as the Barka promontory, which can best be described as a fruitful wilderness where man's hand, helped by a slightly increased rainfall, has prevailed over the semi-desert condition of the northern part of the Cyrenaican province. All those who know the Libyan coastal belt have been struck by the fact that it appears to lie some ten miles too far south to experience a satisfactory rainfall and become a fertile land, though possibly the shivering troops may not agree with this view point.

Many rainstorms—the particularly important ones are those in October, which allow the plowing and sowing of corn, and those of March, which swell the grain in the ear—fall to come inland at all, remaining useless by drifting ten miles to sea.

The Barka promontory, which juts into the Mediterranean 100 miles, obtains benefit from the falls that do not visit the rest, and this accounts for the comparative prosperity of this area and the wide orchards of palms, pomegranates and figs, with banana groves, on the actual coast.

Situated on the inland slopes of Jebel el-Achdar is the old green town of Cirene, which 2,000 years ago had a population of more than 100,000, and it is in this area that most of the Italian and Sicilian emigrants settled in the years prior to the war. Operations here may in some respects be more difficult than was the case farther east around Sollum and Bardia, for, with the cover provided by the wide, spreading palm groves and fruit orchards, the Royal Air Force and the Navy will not find the same easy, conspicuous targets of their earlier operations.

On the other hand, some supply problems will be solved automatically, as the vegetable ration—one of the most important in the desert—will no longer be necessary in this land of fruit and plenty.

As this is written, British troops appear to be meeting resistance at Mekili, which is a junction on the southern road connecting Derna and Bengazi. This road runs south of the high plateau of Jebel el-Achdar and takes a more direct route than the coastal road through Tolmeita and Tokra. Along the southern shore of the Gulf of Siqri the same semi-desert conditions prevail as in Egyptian Libya and for 400 miles the Italians' strategic road winds through the sparsely settled coastal belt, where a few of Premier Mussolini's emigrants try to cultivate the desert sand.

"Free French" Applauded

The "Free French" push northward from the Tibesti area, in their own territory, to Murzuk, in the Fezzan oases, was a most daring and arduous operation, as 400 miles of comparatively waterless and particularly harsh desert had to be covered before they came in contact with the Italian outposts at Murzuk itself.

This unexpected stroke was more important from the viewpoint of general morale than as strategy, as the isolated oases in Libya—Kufra, Murzuk and Sebha—must fall into British hands automatically when Italian communications with the coast are cut.

As a gesture of what the "Free French" forces can do it is extremely important and it might possibly influence their compatriots.

On the southern fronts in Eritrea, Western Ethiopia, the Kenya border and Italian Somaliland, the terrain varies enormously, and whether it is rocky mountain country or wide stretches of desert sands it is equally difficult for the advance of forces of all arms. From the viewpoint of defence, the nature of the country offers every facility, but so far the Italians appear to have made little use of this advantage.

Eritrea, where the water-supply difficulty is not so acute as in Somaliland, the troops engaged include African and Indian regiments. Troops from the Indian frontiers will be adapted to this

TALK OF SILENT AIRCRAFT

Some interest is attached to a recent report from Washington that a steam-power unit for aircraft will probably be submitted to the United States Army authorities in the near future, says the Air Correspondent of the "Manchester Guardian." The engine, it is stated, is a turbine developing 3,000 h.p., and is noiseless.

Engineers in the United States and also in Germany have made several attempts to evolve a steam engine for aeroplanes. Some years ago two brothers named Bessler constructed a small machine powered with a two-cylinder compound engine of 150 h.p. which was supplied with steam from a Döbel generator. Several flights were made at Oakland aerodrome, California, with this aircraft, and so silent was the running of the engine that the pilot was able to converse with people on the ground from a height of 200 feet.

Six years ago another American submitted a steam driven aeroplane design to the United States Army Air Corps. The layout consisted of a central boiler installed in the fuselage with two 18 by 36 inch turbines arranged in the wings, each developing 1,500 h.p. The design was not accepted.

Turbine Experiments

In Germany experiments have been made with a Huettnier turbine constructed for aircraft, and some years ago plans were worked out for a big aircraft powered with a single Huettnier engine of 2,500 h.p. It was calculated that its speed would be 270 m.p.h. and that it would be able to fly at 43,000 feet.

The substitution of the steam engine for the petrol engine would be a radical change, and as the possibilities of the former in aircraft use are virtually unexplored it is extremely unlikely that any developments will be made for a considerable time. Nevertheless American interest in the steam-driven aeroplane is not without some significance.

form of fighting, though the rocky hills of Eritrea are smaller than their native Himalayas, and leading them are British officers who have spent their lifetime in frontier mountain campaigns.

The Italians' Difficulties

The presence of British troops on the old caravan trade route from Metamma to Gondar in Ethiopia is intended probably as a gesture and proof to Ethiopian insurgent forces that we are on the march within their frontiers. The South African and Rhodesian troops now entering Ethiopia and Italian Somaliland are faced with 450 miles of desert before they reach their objective, British Somaliland, the recapture of which, despite comparatively small strategic importance, will be of considerable moral value not only in Ethiopia but in all countries of the Middle East.

Whatever difficulties may face the various expeditionary forces, there is the satisfaction of knowing that those with which the Italians have to contend are infinitely greater.

They are cut off absolutely from all supplies and with rapidly dwindling stocks of gasoline, ammunition and aeroplane spare parts, are facing determined thrusts on five separate fronts, together with constantly increasing pressure on their communications and outlying posts from Ethiopian loyalists.

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PETAIN'S DILEMMA

The continued attacks upon Marshal Petain's government by the German-controlled press of Paris, admittedly with support from Berlin, plainly indicates the necessity, from the victors' viewpoint, of bringing further pressure to bear upon that obstinate soldier-statesman. Evidently he is not taking the German medicine as willingly as its compounders think he should; and he still holds the reins in unoccupied France. The new Constitution he has decreed documents and legalises his dictatorship. He can dismiss, punish and replace Ministers as he pleases. The consultative council with which he has replaced Parliament can be counted upon to do precisely what he tells it to do. Berlin, obviously, is uneasy as to how he will use his power.

The argument advanced in Vichy to make such a situation palatable is that a Petain dictatorship will be of great advantage in negotiating the peace terms which ultimately will end the present armistice, but apparently that does not satisfy the Germans. They probably begin to realise that there are two sides to that view. If Petain should demonstrate that he will act in consonance with a public opinion to be sensed rather than expressed, he will be strong; if he intends to force upon his people a cooperation with Germany antagonistic to their every instinct, the peace thus attained will endure only so long as there are sufficient German bayonets to uphold it. Nevertheless they still hope to use the Marshal, if they can.

The touchstone of his intentions, as the Germans see it, is what he intends to do about Laval. It is still insisted that Laval must return to the Cabinet in some capacity; otherwise further negotiations with Germany will bog down in hopeless deadlock. But Berlin wants more than that. It seems to be insisting upon the Marshal's granting power to this man whom all France, and the outside world to boot, regards as Hitler's willing tool in the defeated state. Petain's hesitation in going that far is the stumbling block. No one knows better than the Marshal himself how much vigilance

For the second time in our generation the American people are greatly concerned about a war which Britain is fighting, and Americans very much need to understand why their country should be so deeply involved in the fate of Britain. The accepted doctrines of international law and the usual formulae of American foreign policy do not help. For while in theory it is laid down that all foreign powers look alike to Americans and that with some do they have a special relationship, in practice they do not take this view.

Twice they have proclaimed neutrality and twice, when Britain was in great peril, they have gone to her support. The question which any sober citizen must ask himself is whether twice we have strayed from the true doctrine under the pressure of propaganda, or whether the doctrine of American indifference to the fate of Britain is not contrary to the real interests and, therefore, to the actual practice of the American nation. Are we misled by propaganda or are we compelled by realities?

If 1917 had been the first time and 1941 were only the second time we were involved in a great British war, a plausible case might perhaps be made out for the idea that the British-American connection is the work of propagandists. But the fact is that while Americans have quite easily remained neutral in most wars—for example, the Crimean, the Franco-Prussian, the Sino-Japanese, the Russo-Japanese, and the Balkan wars—there has never been a great war between Britain and the dominant power of Continental Europe in which Americans did not participate. Moreover, there has never been a serious crisis in American foreign relations—the so-called quasi-war with France, the Louisiana crisis with Napoleon, the War of 1812, the crisis of the Grand Alliance

which led to the Monroe Doctrine, the French invasion of Mexico, the Civil War, the Venezuelan affair, the Spanish War, the first World War, the conflict in the Far East and the Pacific, and now the second World War—in which our

By WALTER LIPPMANN

relations with Britain, co-operative or antagonistic, were not the paramount and decisive consideration in American foreign policy.

Surely, then, there must be something wrong with the theory of our neutral indifference to Britain, and something very superficial in the talk that propagandists have suddenly and recently invented the British-American connection. A relation so profound and so persistent and, in every practical test, so controlling must reflect enduring geographic, historic and political realities.

In fact, the relationship is ancient and is deep. Far from its being the work of recent propagandists, the British-American connection is a continual development since the end of the sixteenth century—since the defeat of the Spanish Armada gave the English-speaking men the control of the North Atlantic Ocean. For three centuries and a half, since the generation just before the English-speaking settlers began to come to this continent, the ocean between the British Isles and North America has been held by English-speaking men. This has meant that on both sides of the ocean, regardless of political forms, the same kind of civilisation established itself, and it has meant that, whatever the differences—often very serious—among the English-speaking peoples, their common interest has been so fundamental that they have always stood together against

any other power which threatened to invade the North Atlantic world.

The British-American connection was founded about a hundred years after Columbus discovered America—in fact, during the reign of Queen Elizabeth—after the triumph of British over Spanish sea power in 1588. Before that victory there was already a Spanish empire in the Americas extending from Florida to Peru. But there were no English-speaking settlements. They were not begun until 1607 in the generation after the naval victory in the English Channel. Because that naval battle was not lost but was won, the ocean highway was opened to the settlement of Virginia and of Massachusetts Bay by men who spoke English and read the English Bible and adhered to the English common law.

This is the origin of the British-American connection—the common control of the North Atlantic which has insured the development of a common civilisation in the British Isles and in North America. Ever since this beginning the English-speaking peoples on both shores of the North Atlantic have in the end always stood together to expel other military powers from this region, to defend it against the entrance of any other military power.

Therefore, in every war between Britain and any European power seeking the domination of Europe and of the ocean highways to the rest of the world, Americans have participated. For, contrary to the general belief in this country, 1917 was not the first American participation in European affairs; the truth is that there has never been a great British war in Europe, and there have been many in which America was not involved.

In the sixteenth century, as we have seen, the British struggle with Spain decided the very possibility of the settlement of the United States by English-speaking men. In the next century, in the British struggle with Holland it was determined that New York should be New York and not New Amsterdam. Beginning in 1689 and ending in 1815 there were fought a great series of wars between Britain and France which determined that Canada and the Mississippi Valley and New England and the West Indies should belong to the English-speaking peoples. In all those wars Americans participated—in what we call in our history books, King William's War, Queen Anne's War, King George's War, the French and Indian Wars, and the quasi-war with France.

Thus, though Americans fought the British to win their independence in 1776, though they fought them in 1812, though the two nations have quarreled dangerously over many matters, yet as against all other European powers that have had designs on this hemisphere or upon the control of the North Atlantic Ocean, they have since the beginning of our history stood together. They stood together against Spain from the days of the Armada, through the negotiations which led to the Monroe Doctrine, to the Spanish-American War of 1898. They stood together against the France of Louis XIV, of Louis XV, of Napoleon I, and, when in 1859 they did not at first stand together, Napoleon III invaded and conquered Mexico. They stood together against the European alliance of Prussia, Russia, Austria and France, against the Central European alliance under the Kaiser William II and now they are again standing together—against the Nazi empire of Adolf Hitler.

Is it conceivable that this history of more than three centuries is the work of clever propagandists and warmongers? Is it not evident that the British-American connection could not be so persistent if it were not always renewed by the compulsion of geography and by the ties of an indissoluble and irreversible history? Can any small and superficial explanation account for the fact that the English-speaking peoples in the North Atlantic, whatever their differences among themselves, have always stood together when there was any serious threat from any other quarter?

'Planes For England

Bombers, bombers, bombers!

All the talk about American aircraft production for England seems to centre around bombing 'planes rather than pursuit ships. The layman is inclined to inquire why. It would seem that the smaller, faster fighters are what is needed to keep bombers off Britain, and these could be turned out more rapidly.

But from talks with technicians and military men several reasons for the procedure appear. In the first place, the British with their decentralised plants are almost cockily confident of their ability to turn out, even under fire, the Hurricanes, Spitfires or other pursuit types. Moreover, they are close enough to be able to adopt most quickly any changes of design and armament which combat experience shows to be needed.

Comparatively speaking, the design for bombers is more settled, more like the construction of the large passenger transport 'planes in which American builders have done exceedingly well, and apt to be able to make use of the mass production facilities of the American motorcar industry.

Finally, the large bomber types and even some of the medium bombers have enough fuel capacity and flying range to be capable of being flown across the Atlantic to the fighting zone, whereas the pursuit 'planes, being built for relatively short flights, must be taken over in cargo vessels,

will be required to insure that the aid he perforce denies to Britain shall not covertly be extended to her bitter foe.

Hence, one will hear more soon about the four-engine flying boats of the PBY series which are already being delivered in some numbers by the Consolidated Aircraft Company of San Diego, Calif., either by way of Bermuda or over the North Atlantic. As the fogs lift in the spring, the ten-hour northern route from Newfoundland will become more and more usable. By May it is expected

By Tully Nettleton

that the Boeing Company of Seattle will be in production with its "flying fortress."

Thus far the American 'plane most heard from in English use is the Lockheed-Hudson, not primarily a combat 'plane but a reconnaissance or patrol 'plane of great manoeuvrability and usefulness. A new model of this 'plane is on the way.

In the field of medium or dive bombers, called "attack" 'planes by the American Army, the British are receiving supplies of the Douglas DB-7 and Martin 167, both ordered originally by the French. The factories reportedly are turning out about three a day of each of these models, in addition of which the Douglas Company will eventually have the production of its new plant and Martin will have an added plant at Omaha, Neb. The new Martin B-26 bomber is to draw extensively on the automobile industry for parts.

At Buffalo, N.Y., the Curtiss division of Curtiss-Wright is producing eight fighter 'planes a day for Britain, according to recent announcement. These are of the single-engine P-40 type. Production on the Lockheed P-38 and

the Bell Airacuda pursuit types apparently depends in large part on engine production, particularly production of the relatively new liquid-cooled Allison engine on which the General Motors plant of Indianapolis has reached an output of around 300 a month.

The much larger and longer established production of high-horsepower aviation engines in the United States is in the air-cooled types, with Wright Aero-nautical and Pratt & Whitney as the principal manufacturers. Each has a current output in the neighbourhood of 1,000 motors a month, with additional facilities under construction.

Within four or five months the Packard Motor Car Company expects to be in production with its edition of the Rolls-Royce Merlin engine. Shortly afterward Henry Ford will be turning out some of the 4,000 Pratt & Whitney-type engines which he has contracted to build for the War Department, and within the year Buick also will be producing Pratt & Whitney engines and Studebaker will be building Wright engines.

Actually the total reported production of 799 military aeroplanes in December exceeded a schedule which forecast deliveries of 1,500 'planes a month at the middle of 1941 and of 30,000 'planes for the full year of 1942. On a conservative basis of one-half of American production to Britain, T. P. Wright, Defence Commission controller, calculated that parity in total air forces between Britain and the Axis would be reached early in 1942. Since it is proving possible to allot more than half to Britain, the turning point may come sooner.

What we see to-day is what the British and the Americans have always in the end been compelled to see—that both must survive and be strong or neither can be truly secure and independent. When the British and the Americans have seen this truth clearly, both have profited immensely; when they have lost sight of it temporarily, they have suffered seriously. They saw the truth clearly in the first phase of Napoleon and we obtained Louisiana. They saw it clearly in the Caning-Rush negotiations and Latin America was guaranteed its independence. The British did not see it clearly in 1859, and Louis Napoleon was permitted to invade Mexico; they did not at first see it clearly during our Civil War and the British ruling class very nearly connived at the destruction of the Union. They saw it clearly in 1898 and stood between us and the intervention of Germany on the side of Spain. In 1917, but only when the situation was grave, we saw that the survival of Britain was an American interest. In 1941 once more, but again slowly, dimly and tardily, we see that the survival of Britain is an American interest.

The testimony of experience is more revealing than abstract theorising, private wishing, and ancestral prejudice: that testimony is conclusive that the North Atlantic Ocean joins the British Isles and North America in one inseparable system of security. Thus the British are the first line of our defence and we are the final citadel of the British defence against all who invade the ocean which connects the homelands of the English-speaking peoples.



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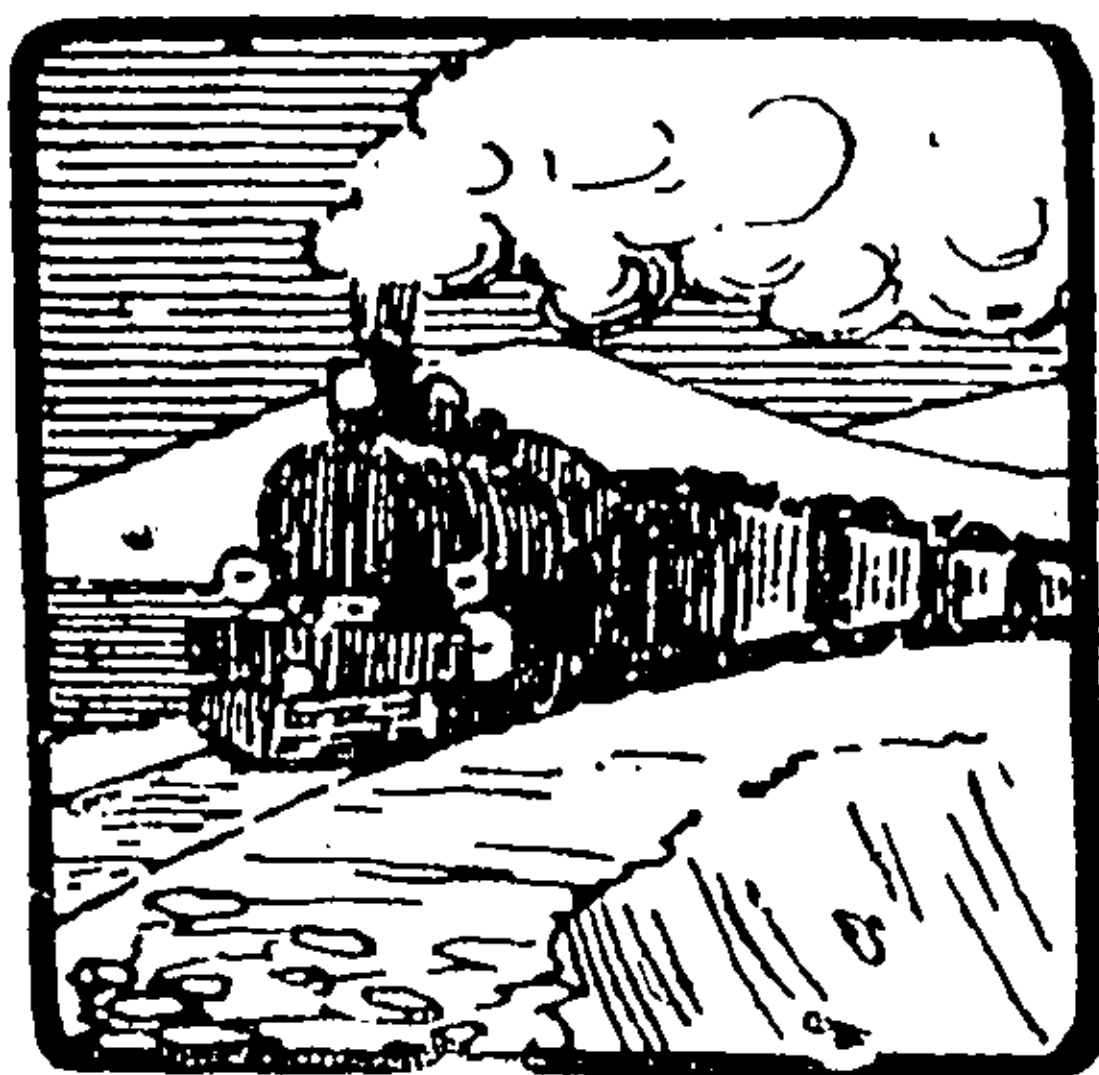
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GERMANY'S AIR CONCENTRATIONS IN THE BALKANS

DISPOSITION OF THE GERMAN AIR FORCE IN RELATION TO THE OPERATIONS APPARENTLY CONTEMPLATED IS NATURALLY OF GREAT INTEREST IN LONDON AT THE PRESENT TIME. TWO QUESTIONS IN PARTICULAR ARE BEING DISCUSSED IN LONDON.

In the first place, does Germany's operational air strength give her sufficient concentration in the Balkans adequately to support any military operations she may have in mind there?

Secondly, if such a concentration is possible, what bearing has this on the undoubted recent diminution of the Luftwaffe's activity over Britain?

In regard to the first question it seems clear that the Germans have moved some hundreds of aircraft to the Mediterranean area, including a number of JU87's and overseas (long range) reconnaissance planes. Some long range fighters have also been shifted though probably not a large number.

Balanced Force

Whatever shift in squadrons has been made it is unquestionable, however, that the Germans have gone down into Rumania with a balanced air force—that is, an air force sufficient for full strategic and tactical cooperation with land forces possibly to be deployed.

The second question is of course of prime interest to Britain.

The lessened air onslaught, however, cannot be attributed to a diversion of attacking strength. In fact, the incidence of bad weather is held to be solely responsible for the fewer German raids as it is also responsible for lessened British offensive air activity.

This weather factor must be taken as applying to Britain in a general sense and has not necessarily a bearing on the undoubted heavy and successive raids recently on Swansea and other areas.

Area Of Bases

So extended is the area of bases from which German bombers can operate that the weather is bound to be more favourable in some areas than others.

In any case, no doubts are entertained that large scale attacks on London and other targets will shortly be resumed.

As regards possible daylight attacks it is agreed that Britain has now a much stronger fighter force than when she beat the German onslaught last autumn and the force is steadily expanding.

"WE ARE IN VERY GOOD SHAPE TO GIVE THE GERMANS BATTLE," SUMS UP THE SITUATION TO WHICH BRITAIN'S AIRMEN — AND CIVILIAN POPULATION — CAN LOOK FORWARD WITH CONFIDENCE. — BRITISH WIRELESS.

DEAD SAVING HER CHILD

A MOTHER WAS KILLED PROTECTING HER BABY WHEN A HIGH EXPLOSIVE BOMB FELL IN A LONDON STREET.

Demolition workers who were clearing away the debris told how they found the mother's body covering the baby in the Anderson shelter in which she had taken refuge. The infant was unhurt.

Several houses were destroyed and many others damaged, and although there were a few other casualties, the mother was the only person killed.

EXCITING DESERT EPISODE

By dive-bombing and machine-gunning from a low level pilots of the Army Cooperation Squadron of the South African Air Force gave great support to British armoured cars in an attack on a village and fort in southern Abyssinia, says the Air Ministry news service.

Immediately an armoured car had broken through the enemy defences and had started to use machine-guns it was engaged by nests of Italian machine-guns.

An Army Cooperation aircraft at once joined in the fray. It was holed twice and the pilot found that the engine was losing power so rapidly that he could not climb with safety.

Determined to give all possible assistance to the armoured car, however, he turned low over the fort so that the air gunner might bring his gun fully to bear on the Italians who were trying to escape.

The aircraft's engine was failing. Manoeuvrability was very limited.

The pilot dropped his bombs and continued to turn over the target until the air gunner had used all his ammunition.

By this time more armoured cars had come on the scene and joined in the engagement.

The engine of the aircraft now began to miss and the pilot made a forced landing in the bush. Armoured cars then went to his assistance—a perfect example of close cooperation between land and air forces.—British Wireless.

BANK MEETING

Shareholders of the Hong Kong and Shanghai Banking Corporation are reminded that the Bank's Meeting takes place to-morrow, Wednesday, at noon.

FUNG KOWK-WAH SUCCUMBS

FROM LYSOL POISONING and severe throat wounds, allegedly self-inflicted, Mr. Fung Kwok-wah, 32-year-old compradore of the Green Island Cement Company, died at 9.10 a.m. to-day in the Kowloon Hospital, about five and a half hours before the time arranged for the burial of his wife.

Well-known in sporting circles, being a popular amateur jockey and an all-round sportsman, Mr. Fung Kwok-wah was alleged to have killed his wife by attacking her with a chopper on Sunday night in their bungalow near Customs Pass.

After the attack, he appears to have taken a dose of Lysol after cutting his throat.

Strained Relations

Investigations into the tragic affair have revealed that Mr. Fung and his wife had not been on good terms recently and had in fact sought legal advice on Friday to make arrangements for a separation.

Police theory is that the attack on Mrs. Fung was made in a fit of anger during a discussion between the couple, and that Fung Kwok-wah took his own life when he realised what he had done.

PRIORITY ORDER IN AMERICA

THE UNITED STATES GOVERNMENT YESTERDAY PLACED ALUMINIUM AND MACHINE-TOOL PRODUCERS ON A MANDATORY PRIORITY BASIS UNDER THE DEFENCE PROGRAMME.

Under this order, which expires on May 31, defence orders must be given priority, and in consequence supplies of such articles as household pots and pans may be delayed for a few months.

This is the first time such action has been taken under the powers which were recently provided.—Reuters.

A 'CHUTE JUMP FROM DISABLED BRITISH BOMBER

"BALING OUT" they call it, and in cold blood it does not seem very attractive, says "Air-Gunner" in the "Manchester Guardian." Simple enough to hop over the side, rip the parachute, and go floating to earth. But supposing the parachute won't open? Or in the excitement and flurry one loses one's head? Such questions spring into the mind; but if ever the moment arrives when to stay in the plane means certain and swift destruction all speculations vanish away and that brown dumpy bundle becomes something precious indeed, the means of immediate salvation.

"Tail End Charlie" has often discussed such occasions with those who have jumped. He has envied such comrades the gold caterpillar they wear under their tunic lapel—a badge handed out by the makers of R.A.F. parachutes to those whose lives they have saved. He has wondered "what it is like." Now he knows.

The bomber has been a long way. The Alps are a long way behind. Everybody is pleased. There is plenty of petrol, but—wait! Through the dark air from the dark sea below them a star goes shooting to heaven. Another star, then another comes sailing upward.

"Some of our chaps are down in the 'drink,'" the captain deduces. Next moment Tail End Charlie's large feet are pointing at the sky as the aircraft dives. It is too black to see anything but the bright signal stars which the boys down there are firing while the bomber circles above, its wireless operator sending out S.O.S. calls and the little dinghy's position.

"Don't Lose Them"

"Keep circling, don't lose them," the answer comes back. "We're sending help." Keep circling they do, while slowly the dawn comes up and the petrol gauge needle quivers down towards zero. The crew are cold and wonder when they will get home. The captain is wondering how. Not one of them, if the matter were put to the vote, would think of pushing on homewards before help arrives. It is a dirty morning with clouds banking heavily like grey, curled moss, all to westward.

"Keep a look-out for destroyers," the captain tells Tail End Charlie, who is swigging a cup of hot coffee, "and keep an eye open for the Messerschmidt dawn patrol," he adds. It is almost broad daylight when the destroyer comes into view, and they see it draw up to the bobbing yellow dinghy. Tail End Charlie waggles his guns in farewell as the five in the little boat wave. Then they are off. Two hundred and fifty miles to their base and ten gallons in the tank. Are they going to make it?

It is eight o'clock and they are nearly at base when the engines begin to splutter. The captain has been sorely tempted to land twice on the way up at other flying fields, but wireless reports say the clouds go right down to the ground. A bomber can land in thick cloud, even reaching down to the ground, but not on a foreign airfield through unknown pylons and trees. No thanks! So with clouds below, and steep rocky hills beneath them, with no petrol left in his tanks, the captain makes up his mind.

Charlie Goes

"Prepare to abandon aircraft," he orders tersely, at the same time causing a magnesium-loaded bulb to flash in the tail turret. Poor Tail End Charlie, who is getting to feel a bit drowsy, has the start of his life, but acknowledges the signal both vocally and by means of a small signal lamp. He climbs out of his turret, clips on his parachute, opens the escape hatch in the roof, and waits for the word on the end of his intercommunication cable.

It comes. "Abandon aircraft," the pilot orders. "Tail gunner—go!" It is the tail gunner's dubious privilege to be first over the side. Everyone else is under the eye of the captain and leaves by the forward hatch. So the lonely man at the back goes ahead, to make sure that he does get away. In a Ser-

vice whose youthful traditions can rival the Navy's finest, it is needless to say that the captain goes last from his "ship."

Tail End Charlie takes off his helmet and climbs on the black horse hair "back rest." More than a third of his body is outside the plane. The slipstream pulls at his hair. The long fuselage stretches behind him to the glassed-in cabin in front. On either side stand the great tail fins, with the turret dome midway between them. He gazes down at the clouds. The sun shines here but down there? Church spires? Pits? Lakes? Cliffs? The plane drives steady and smooth, with only that ominous splutter now and again.

Tail End Charlie pulls himself up, steps out on the tailplane, and drops! Tail End Charlie knew it was reckoned bad business to jump rolled up in a ball. He who starts somersaulting through space will find it a hard thing to stop—and, moreover, on ripping his parachute, may find himself tangled up in its cords and sailing to earth with head downwards. Tail End Charlie jumped straight as a lance, bearing two things in mind, which were: to pull the rip-cord as quickly as ever he could, yet to delay long enough to avoid the parachute fouling the aircraft. He intended to count up to twenty.

He had counted eleven when his hand (it seemed undirected) yanked on the cord. Simultaneously he experienced a murderous jolt on the jaw and a terrific jerk as the parachute belled out high above him. He found himself swung by his shoulders backwards and forwards, high, low, high, as if in some horrible swing-boat thousands of feet from the ground. He began to feel horribly bilious, but remembered, before he was actually sick, something else he had been told. Reaching up on the side to which he was swinging, he snatched on the cords, tipping out some of the wind. The swinging decreased. He looked round. Nothing to see—not the plane, not one of its crew.

His Autograph

Now he was floating quite smoothly. It seemed he was hardly moving. He looked down; the clouds were a long way below, still. He began to feel bored. Then—whoosh! He was suddenly in them—like diving in a cold pool. Down, down through the clammy, white vapour, and what a long time it seemed! Then he was out. Fields and trees coming up fast. Wallop! He landed like jumping down off a wall.

Tail End Charlie sorted himself from the tangle of cords and white silk. He was close to a hedge in a very large newly-ploughed field. He stood up, rallied himself. "Who," said a bucolic voice, "ave 'ee coom down from sky, like?"

Tail End Charlie said "Yes," and asked for the nearest farmhouse.

"Over there 'tis, back side of hedge. Give us autograph first, 'fore 'ee goes."

A scrubby envelope and stump pencil were anxiously tendered. Fame at last, how could he refuse? Tail End Charlie obliged and stumbled away to the farm, where a tender was sent out to fetch him. His comrades were safe at the station. Five more caterpillars of gold!

K.G.B. AND C.B. BUT NO BATH

Admiral Sir Henry Harwood, who commanded the British forces at the River Plate battle, revealed that a shell from the Graf Spee wrecked his bathroom and that of Captain Woodhouse in the cruiser Ajax.

"A day or so later," he said, "when we received a signal about the honours his Majesty had graciously accorded myself and Captain Woodhouse—Knight Commander of the Order of the Bath and Companion of the Order of the Bath—one sailor was heard to say to another: 'Blimey, and they ain't got a blin-kin' bath between them.'"

HEIGHT NO ESCAPE FOR THE BOMBER

In night attacks carried out by the German Air Force recently, the enemy machines have been flying at increasingly high altitudes in an attempt to evade detection by our searchlights and to avoid the fire of A.A. guns writes the Air Correspondent of the "Manchester Guardian."

These tactics serve to confirm the conclusion that the tremendous anti-aircraft barrage which has been adopted is successful in forcing the raiders to fly at such heights that accurate bombing is impossible. It has been fully established also that a very considerable proportion of the Nazi bombers are turned away before they reach their intended target by the intensity of the shell fire.

It has been asked, however, whether these high altitude bombing raids and the efforts that the enemy as well as ourselves are making to increase the operational height of bombing aeroplanes will result in anti-aircraft guns eventually becoming ineffective. Such a situation will not arise. While stratosphere flying is certainly being developed, there is no likelihood of the bomber ever out-reaching the gun.

Altitude Record

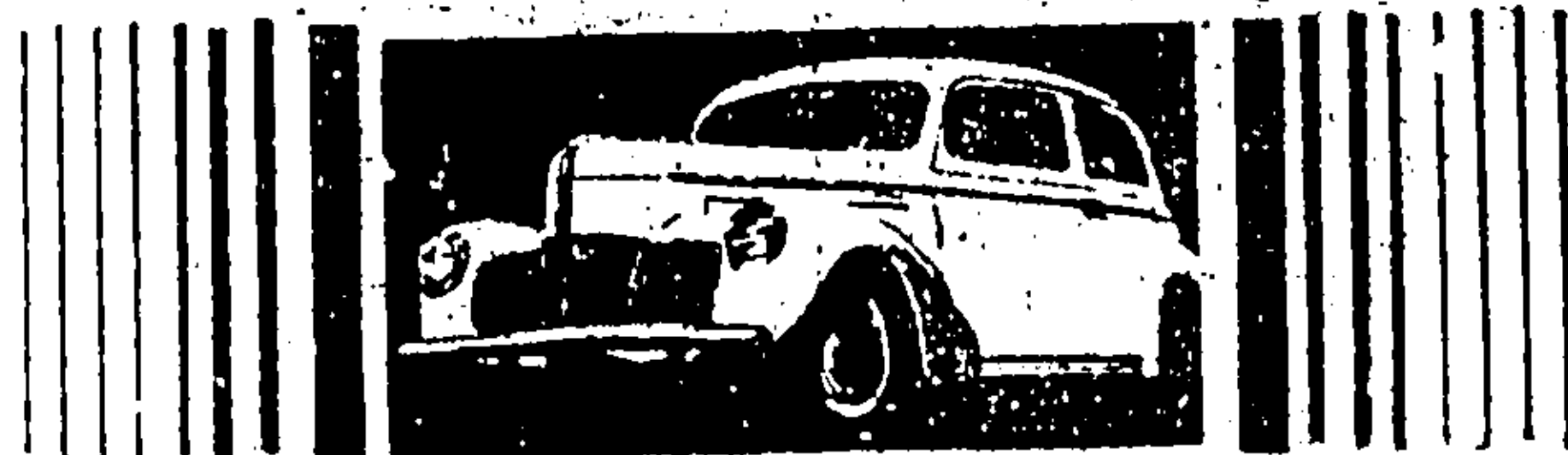
It is true that as long ago as 1932 a Bristol biplane established a record altitude flight of 43,976 feet and that since then the world record has been raised to 56,000 feet. But these flights were made with special aircraft which were lightly loaded, and they had a comparatively short duration. Before a bomber could be built to fly at any height approaching these figures many problems would have to be solved.

On the other hand, the difficulties of evolving an anti-aircraft gun capable of firing projectiles to extreme altitudes are not insuperable. In the last war the Germans bombarded Paris with their notorious "Big Bertha" from Laon over a distance of 82 miles. This weapon was constructed from a 15in. gun combined with 8.2 gun, and it fired a shell weighing 250lb., which rose at its highest point 25 miles.

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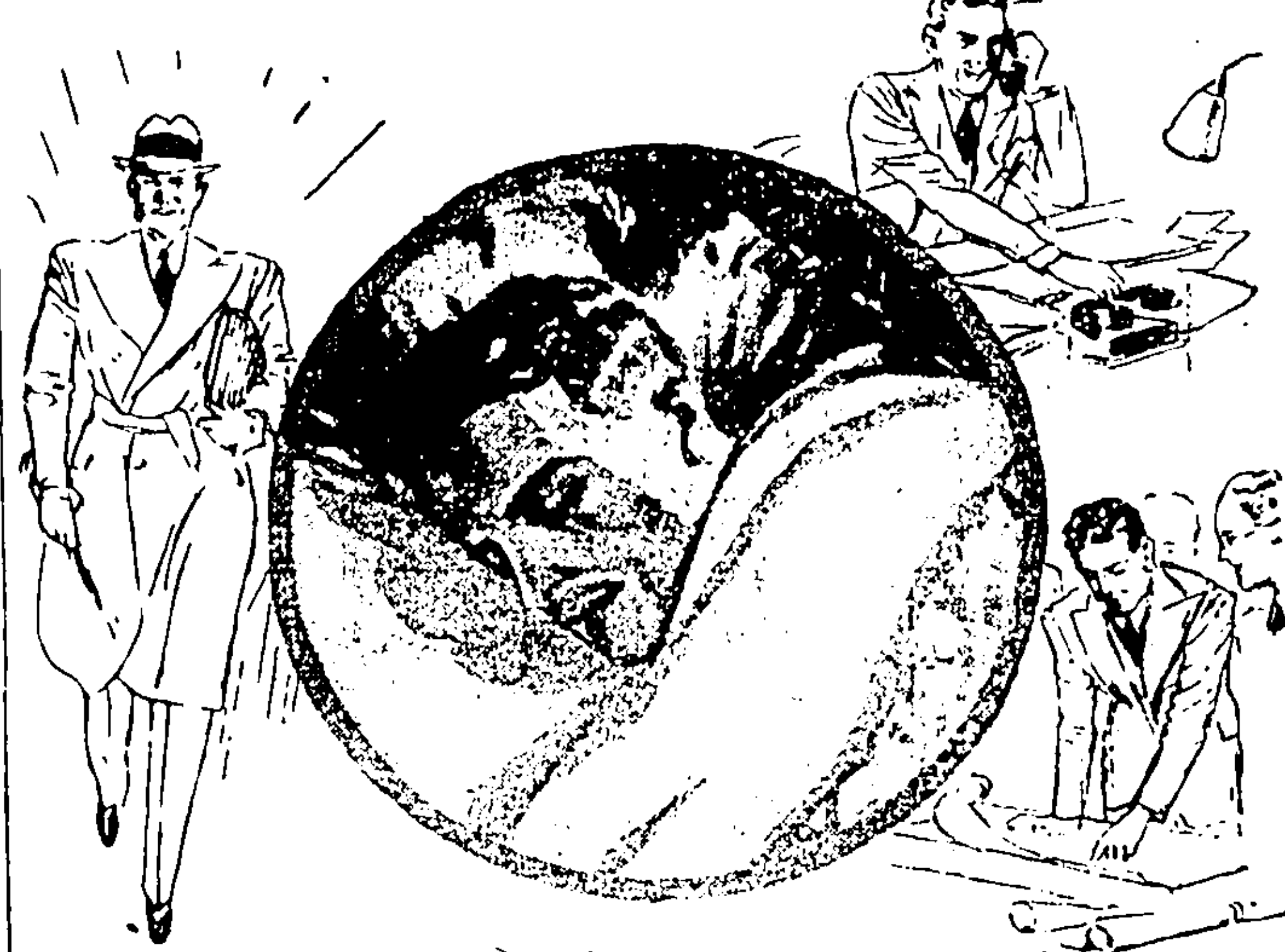
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NEW ADVERTISEMENTS

THE HONGKONG ELECTRIC CO., LTD.

NOTICE

It is hereby notified that the following increases in the Company's standard charges will be made for current consumed in respect of accounts issued for meters read on and after 21st March 1941:

- For Lighting from 15 cents to 16 cents per unit.
- For Power and Heating from 5 cents to 5½ cents per unit.
- The discount of 10% on Power accounts in excess of 1,000 units per month will be discontinued.

By order of the Board of Directors,
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The Undersigned have received instructions to sell by Public Auction on

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Bringing Up Father

By George MacManus



A PAGE FOR WOMEN

Flatter Your Figure

Bosoms and thighs are the figure problems when it comes to buying a bathing suit. Some women are too heavy and others are far too thin. Many women have reached the conclusion that it is worth getting suits custom made for after all, they reveal figure flaws more than evening gowns! One also wishes ease while swimming and while loitering about. Nothing can be more distressing than a bathing suit which rides up or which persists in revealing part of one's bosom.

I asked Madame Adrienne, bathing suit stylist for a leading New York department store, to give me a few pointers to pass on to you. She came right to it but by saying, "A bathing suit is only as flattering as its fit! Even the most beautiful figure loses beauty if the suit it wears has unsuitable lines." One of her pet peeves, she says, is a suit cut so short that leg flesh bulges, or part of the buttocks are revealed. That's one of my pet peeves too, and it should be one of yours!

To Flatter Bosoms

Madame Adrienne pays much attention to the brassiere section. She feels a bathing suit should provide a good firm uplift, whether the bust is very tiny or very full. With cunning dressmaker details she flatters all types.

For the full bust, or pendulum bust, she provides a deep snugly fitting uplift pocket and then softens the line by putting a soft roll cuff across the top of the bodice. Or she places a large bow of the material at the base of each shoulder strap and allows it to fall gracefully over the breast which minimises the fullness.

Another little trick which slenderises the very heavy bosom of the older woman is by use of a half-bolero sewed into the side

A slightly flared skirt which is detachable is flattering to thickening thighs (a), and the soft roll cuff minimises the full bosom held high through cunning uplift pocket. For the slim-waisted, full-bosomed figure, Madame Adrienne suggests soft strap bows and snug diaphragm fitting as illustrated in (b). The older woman takes great joy in the half-bolero suit which also has a detachable skirt of flattering length.

seams. This does much to ease the self-consciousness of older women when they don a swim suit! Madame Adrienne does not be-

lieve that halter necks provide sufficient support for heavy, relaxed pectoral muscles. To achieve the look of firm youth the bra section of a suit should be tied or fastened in back as high as a regular brassiere. But to satisfy sun worshippers she cuts the suits low at the waist in back, so by lying face down on the beach, a woman may simply unfasten the bra section and get sun on her entire back clear to the end of her spine.

The Thigh And Waist

Obviously the girl or woman with a thick thigh cannot wear as short a suit as the girl with slim thighs. Snugly fitting trunks of proper length (considering one's weight and height) are excellent to swim in, but this designer feels all figures are flattered when out of the water by wearing a slightly flaring skirt which may be buttoned over the trunks.

The middle section of a suit should fit superbly so there will be no wrinkling of excess material, or material wrongly draped. Full-bosomed, small-waisted figures have this detail to consider.

About Colours

A dark suit, like a dark dress, is more slimming than a light colour. It may be lightened by details on the bodice in a contrasting shade. White is always charming, especially on a brunette, if your figure is not too large. Ice blue and rich forest green should be a redhead's or blond's choice. Yellow and tan tend to give a muddy look to one's skin unless you bronze very deeply. Madame Adrienne's favourite of all shades is a rich cocoa, particularly flattering to blondes who have soft brown eyes!

made it a habit to use them your hands would be ready most of the time to be taken out to a party!

You will find that a manicure once a week, a professional one if you can afford it, does much in keeping your nails strong, beautifully shaped and your cuticle smooth. I've known women who complained bitterly of their nails splitting or breaking off who discovered that the weekly manicure, with between moments of care, restored the strength to nails.

And no one can deny that the varnish polishes have added much to hand beauty. You may be conservative and prefer the neutral or softer rose shades, or you may be quite modern and like the more vivid polishes, but whichever type you are you know that nails, even if lacquered take on a beauty they cannot otherwise attain.

New opalescent enamels have made their debuts—in the stronger pinks, and one soft rose. They are decidedly dress-up polishes for they dry with a sheen like mother of pearl over the colour.

Keep always a couple of orange sticks handy of two sizes. Use these for pushing back the cuticle, and cleaning, then you will not injure your nails. Don't wear them too long if you must use your hands much—in fact, truly long nails are for the younger girls.

Beautify The Hands

Too frequently one sees a woman, in the age group of forty-plus, exquisitely dressed and coiffured, but with hands that show indifferent care.

Some may scorn cosmetics, but if you stopped to think what you would do if you could never again have a lovely bar of soap, a lip-stick, or a skin cream, you would feel pretty distressed, wouldn't you? Sometimes I think just the possession of lovely cosmetics is incentive enough for us to preen ourselves. We suddenly want to use those aids to beauty and in so doing our morale lifts and we find ourselves thinking more clearly and acting more charmingly.

So it is with lovely hands. If we spend sufficient time to keep our nails nicely shaped and manicured and our hand skin soft and unstained, we find that our hands act pretty. Truly they do. They pick up things more easily, they seem to be more accomplished, they become dramatic and add to our allure.

Older women should never think they can "get-by" with a hurried nail cleaning and a dab of cream or lotion. Older skin requires lubricating and bleaching. Older hands require good brushings for stimulation. On your cosmetic counters are these aids, and if you

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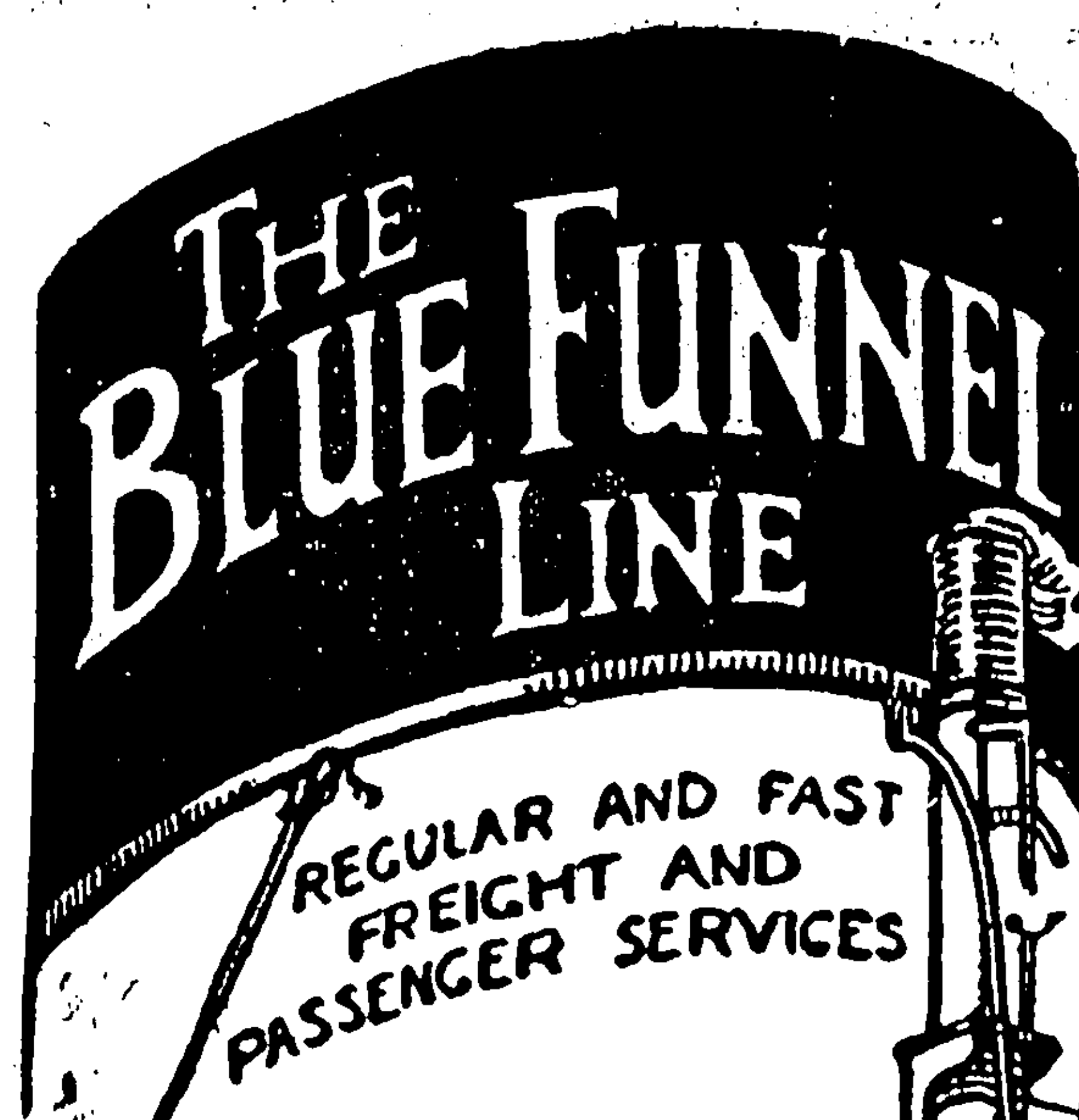
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MAILS

The Money Order Office, Public Counter will be open from 10.00 a.m. to noon to-day.

The General Post Office will be closed at 6.00 p.m. on Wednesday 26th, Thursday 27th and Friday 28th, February 1941.

Mail Service to Madagascar and Reunion is temporarily suspended.

The public are reminded that it is a breach of postal regulations to enclose in a postal cover communications intended for persons other than the addressee.

The Printed Matter Service to the following places in China is temporarily suspended:—Yunnan, Szechuen, Kwel-chow, Hunan, Fukien (except Amoy & Kulangsu), Kwangsi (except Wuchow & Yungshien), North & East of Kwangtung.

Small Packet Post to all countries is suspended.

INWARD MAILS

TUESDAY
U.S.A., Honolulu, Japan and Shanghai.
(San Francisco date, 7th February).

THURSDAY
Straits and Air Mail by "British Overseas Airways Service" by Sea from Singapore.

FRIDAY
Canton
United Kingdom and Straits.

FOR DATE & TIME

OUTWARD MAILS

TUESDAY
Air Mail by Sea to Singapore to connect with the "British Overseas Airways" K.P.O. & G.P.O.

Reg. 11.00 a.m.
Ord. 11.30 a.m.
Straits 12.30 p.m.
Canton 7.00 p.m.

WEDNESDAY
Straits and Rangoon 8.30 a.m.
Haiphong 10.30 a.m.
Manila, Australia and New Zealand via Thursday Island.

G.P.O. & K.P.O.
Reg. 1.45 p.m.
Ord. 2.30 p.m.

FRIDAY
Sandakan 8.30 a.m.
Air Mail by Air to Rangoon to connect with the "British Overseas Airways" K.P.O.

Reg. 4.00 p.m.
Ord. 4.30 p.m.
G.P.O.
Reg. 4.00 p.m.
Ord. 4.30 p.m.

SATURDAY
Straits and Parcels only for United Kingdom.

G.P.O. & K.P.O.
Par. (28/2) 5.00 p.m.
Reg. (28/2) 5.00 p.m.
Ord. (1/3) 8.30 a.m.

Air Mail by sea to Singapore to connect with the "British Overseas Airways" K.P.O.

Reg. 2.00 p.m.
Ord. 2.30 p.m.

G.P.O.
Reg. 2.00 p.m.
Ord. 2.30 p.m.

Straits, Ceylon, India and East Africa
Manila, Batavia, Mauritius, Lourenco Marques, East & South Africa via Durban .. 3.30 p.m.

Air Mail for Manila, Guam, Honolulu, U.S.A. and Europe via "Pan-American Airways and Trans-Atlantic Services".

K.P.O.
Reg. 5.00 p.m.
Ord. 5.30 p.m.

G.P.O.
Reg. 5.00 p.m.
Ord. 5.30 p.m.

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RADIO

12.15 p.m.—Short Service of Intercession.

12.30 p.m.—Greta Keller (Vocal) and Billy Thorburn and His Music.

1.00 p.m.—Local Time Signal, and Weather Report.

1.03 p.m.—Variety.

1.30 p.m.—Reuter and Rugby Press, Weather Forecast and Announcements.

1.45 p.m.—Mozart—Concerto in A Major.

2.15 p.m.—Close down.

5.45 p.m.—Indian Programme.

6.30 p.m.—Closing Local Stock Quotations.

6.32 p.m.—Compositions of Sibelius.

7.00 p.m.—London Relay—The News.

7.15 p.m.—London Relay—'Britain Speaks'. Talk by J. B. Priestly.

7.30 p.m.—Portuguese Programme.

8.00 p.m.—Local Time Signal, Weather Report and Announcements.

8.03 p.m.—Band Waggon. With Arthur Askey, Richard Murdoch and Company.

8.25 p.m.—Charlie Kunz at the Piano.

8.35 p.m.—Film Selections.

8.00 p.m.—London Relay—The News.

9.15 p.m.—London Relay—Questions of the Hour.

9.30 p.m.—Elgar—Froissart Overture, Op. 19. ("When Chivalry lifted up her lance on high"—Keats.)...London Philharmonic Orchestra cond. by Sir Edward Elgar.

9.43 p.m.—Cesar Franck—Prelude, Chorale and Fugue. Alfred Cortot (Piano).

9.45 p.m.—News in French (on Short Wave only).

10.00 p.m.—London Relay—Talk: 'Scots Abroad'.

10.15 p.m.—Brahms—Quintet in B Minor, Op. 115.

10.50 p.m.—Brahms Gypsy Songs. The Madrigal Singers.

11.00 p.m.—Close down.

TWICE-BOMBED KITTEN SAVES ITS RESCUER

PLAINTIVE CRIES by Ghappie, a Persian kitten, led rescue workers to the spot where his thirteen-year-old mistress, Gwen Toms, and her mother were buried under the debris of their bombed home.

Chappie saved their lives as Gwen saved his only a few weeks ago, when she nursed him back to health after she had rescued him from another bombed house in the district, and taken him to her mother's house in North London.

So when Chappie was bombed for the second time he knew just what to do. He squealed and meowed until rescuers heard him, and rescued him with his little mistress and her mother, who were taken to hospital for treatment.

Mr. Edgar Toms was killed, but his two sons, who were sleeping in another part of the house, were uninjured.

Chappie's Good Turn

"We shall treasure Chappie for ever," nineteen-year-old Eddie Toms told a reporter.

"When we gave him a home a few months ago, we never thought he would do this for us. He has shown his gratitude to Gwen for looking after him while he was ill.

"Gwen is still in hospital, but I shall take Chappie to see her, if I can.

"After the bomb fell our home was just a mass of rubble and we didn't know where my mother and sister were.

"Then a member of the rescue squad heard Chappie squealing.

HORSES FEEL BOMB SHOCK

Horses are among the first cases of shellshock caused by this war. They are extra sensitive to the noise of gunfire and the crump of bombs, and since the blitz many in the London area have had to be destroyed.

But human beings can help by providing company for their hard-working and dumb friends.

It is not sufficient for a driver to tether his horse to the rear of a vehicle and leave for shelter himself. The driver should stay at the animal's side or see that it has the company of other horses.

Loneliness can be the start of horse shellshock.

A West End veterinary surgeon who specialised in the care of horses during the last war and is doing so in this one said:

"If it is possible to take a horse to a 'standing'—stable or building—where there are other horses, it is better than leaving it on the streets.

"But if there are no facilities for this the animals are better on the open street than under partial covering like a bridge.

"On no account should a horse

ANTI-SPY SQUADS FOR U.S.A. POLICE

More than one-third of the policemen of Philadelphia are being organised into special anti-spy and anti-sabotage squads for the protection of the vital defence industries in and around the city.

Mr. James H. Malone, Director of Public Safety, announces that 1650 men have been formed into six squads who are now undergoing an intensified course of instruction in combating subversive activities.

For the time being they will continue with their normal police duties, but when trained they may be called out on anti-sabotage work at a moment's notice.

"Details of this programme have been under consideration for some weeks," Mr. Malone stated, "but the recent disastrous explosion at the Hercules Power Company's plant at Kenvil, New Jersey, has speeded up active organisation."

Month's Talks

The plans formulated by Mr. Malone and Mr. Guy E. Parsons, assistant superintendent of police, have been approved by Federal authorities in Washington after conferences extending over a month with representatives of the Army and Navy Intelligence Bureau of Investigation.

"Members of our six new squads are being trained in how to handle bombs and other explosives," said Mr. Malone, "and it will be their job to inquire into the credentials and background of any employee, whose actions or associations give rise to suspicion.

"Some of the men will work in uniform, some in mufti."

be left alone. It should either have the company of its driver or that of other animals.

"In stables where the animals have no attendant during the night goats should be kept."

"Horses will always follow a goat, and in case of fire resulting from incendiary bombs this is an extremely good precaution."

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ARMY SPORTLIGHT

By "SQUADRY"

(Continued from Page 14)

They are holding an Individual Small Units Athletic meeting at Chatham Road on March 17, 18 and 19, when the following events will be held:—

100 yards, 220 yards, 440 yards, 880 yards, One Mile, Three Miles, high jump, long jump, pole vault, 120 high hurdles, putting the shot, throwing the hammer, throwing the javelin, and throwing the discus.

There will also be an Open mile medley relay race open to all. Entries for this event should be sent to the Officer in charge of Combined Small Units Athletics, care of the Hong Kong Signal Company, Victoria Barracks, by March 10 at the latest.

St. Joseph's College are holding their Annual Athletic meeting on Thursday, March 6, at Caroline Hill, and they have included in their programme a Mile Open race to the Army, and would like as many entries as possible to participate in this event. This is a fine opportunity for all Units to find out their best Milers for the Annual Army Athletic Meeting.

* * *

At the meeting of the Army Selection Committee held last Saturday it was decided to keep the same eleven as that played in the

Football Final of the Lai Wah Cup against the Civilians, with the following change of positions.

Freshwater to move to right half and Cpl. Birrell to move to left half, this will place Sgt. Freshwater in his original position in which, until this present season, he has played for the Middlesex Regt. during the past five years.

In the forward line Hossack will go to centre forward and Fox to the inside position.

The remainder of the team to remain as before.

Royal Scots, who were the only Senior Army eleven left in the Senior Shield suffered defeat at the hands of Royal Navy at Sookunpoo on Saturday thus smashing the Army's hopes of getting into the Final. The score was two goals to one.

Royal Army Service again won their match against Signals, although the latter put up a fine fight and never gave throughout the match. If Service Corps can steer clear of South China until the Final they will do well, and might even retain the shield in the Army which is at present held by 30th Hvy. Bty. R.A. who were knocked out in the last round by the Signals.

Royal Engineers won their match against Kit Chee on Sunday giving them a three point lead over the Service Corps, both having played the same number of games. At this stage the Sappers cannot afford to drop any points to make sure of the League.

At Shamshuipo on Sunday Middlesex Regt. Cpls. Mess entertained R.A.S.C. Cpls. Mess and started off the afternoon with a game of football which at half time turned into a rugby game. Neither side could gain the upper hand and the Final score was one football goal each and one Rugby goal.

Service Corps scored the first goal through Glen who sent in a twisting shot which gave Cpl. Barron no chance. This he said after the game was from out of the bag.

The "Dickards" soon replied with the masked player scoring a fine goal. He was wearing this mask as he did not want his identity to be made known lest he be approached to sign papers for any

Mass Production Tennis In U.S. New Idea Promoted By L.T.A.

GOOD SPORTSMANSHIP EMPHASISED

AMERICANS HAVE a way all their own when it comes to encouraging the young idea in sport, states a message from New York. Lawn-tennis particularly is noted for this and, as evidence of its reward, one has only to glance down their list of champions.

Hitherto a young player showing any promise was immediately taken in hand by the United States Lawn Tennis Association and afforded every facility to help him or her to become a champion. Now, the United States L.T.A. has widened its scope and is planning "mass production" of champions.

Thousands of boys and girls in every State will reap the benefits of lawn tennis under the latest scheme. Promising youngsters in 30 key cities have been formed into junior Davis Cup squads, each in the care of a local committee, and are coached in strokes and tactics and encouraged to conduct themselves as good sportsmen, both on and off the courts.

"Instead of concentrating on the development of one or two players and helping them to become such outstanding players that they will dominate all tournaments in which they compete", said Mr. Holcombe Ward, President of the United States L.T.A. "the U.S. L.T.A. has been trying to help several hundred boys on junior Davis Cup squads to be creditable representatives of the game."

Tennis Clinics

"Junior Wightman Cup squads have been organized along similar

of the local football clubs in Hong Kong.

The second half was rather exciting as Cpl. Thompson acting as coach to the Middies, was occasionally getting the ball himself and only the referee blowing the whistle, stopped him from running the whole length of the field to score a try.

The game ended with both sides completely played out and it was not until the refreshments were given out (good old English beer) that they came round.

TWO matches are due to be played in the Large Units Rugby League at Sookunpoo today between Royal Engineers, who have not yet lost a match, and Middlesex Regt.

The second match between Royal Scots and Combined Small Units should prove a good game, although the Small Units have still to win a match.

AT Shamshuipo on Wednesday and Thursday the Middlesex Regt. are holding their Inter Company Open boxing competition in the

afternoons owing to the "Blackout". They are all out to avenge their defeat at the hands of Royal Scots, who defeated them in the Area Novices competition last month, at the Annual Command Open Team boxing competition which will take place in April. The Command Opens individuals are taking place at Shamshuipo on March 11, 12 and 13.

lines for girls as part of the national development programme. Tennis clinics are being held for beginners and preparatory squads have been formed to carry on the elementary instruction given at the clinics.

"Amateur lawn tennis has never had so many promising boys and girls playing high-grade tennis in this country; the general average of play is higher than at any previous period in the history of the game," Mr. Ward declared.

The tennis clinics referred to above have been increased in number in the past year and they have proved to be one of the best methods of instructing young players.

The clinic provides boys and girls with free expert instruction in essential strokes, tactics and court manners, diagnoses their faults and suggests corrective treatment.

American Thoroughness

Dr. William P. Jacobs, Chairman of the U.S. L.T.A. tennis clinic committee, reports widespread interest in the movement. A standard clinic at Presbyterian College, Clinton, South Carolina, gives a three-day course to 150 pupils at a time. There are talks and demonstrations, and films are shown. In addition local associations throughout the country organise clinics for one, two, three or more days.

Another instance of American thoroughness is illustrated by the fact that young players, after having been taught the fundamentals of the game, are now being trained as umpires. And youngsters who have played little tennis are encouraged to become court officials.

Several schools have been held, and boys who have attended them have served as umpires and linesmen in the American junior championships. The efficiency of these young officials has helped materially to make the tournament one of the outstanding events of the year.—Reuter.

BADMINTON

RECREIO BEAT Y.M.C.A.

Playing at home in "A" Division of the Badminton League last night, Recreio beat Chinese Y.M.C.A. 5-4.

J. J. Remedios and H. S. Gonzalves (Recreio), lost to S. Koh and C. Y. Yung 10-21
lost to C. H. Wong and G. T. Lau 6-21
beat C. Au and H. Koh 23-22
A. M. Silva and L. A. Carvalho (Recreio), lost to Koh and Yung 18-21
beat Wong and Lau 21-13
beat Au and Koh 21-15
A. M. Rodrigues and M. A. Oliveira (Recreio), beat Koh and Yung 21-18
lost to Wong and Lau 9-21
beat Au and Koh 21-13

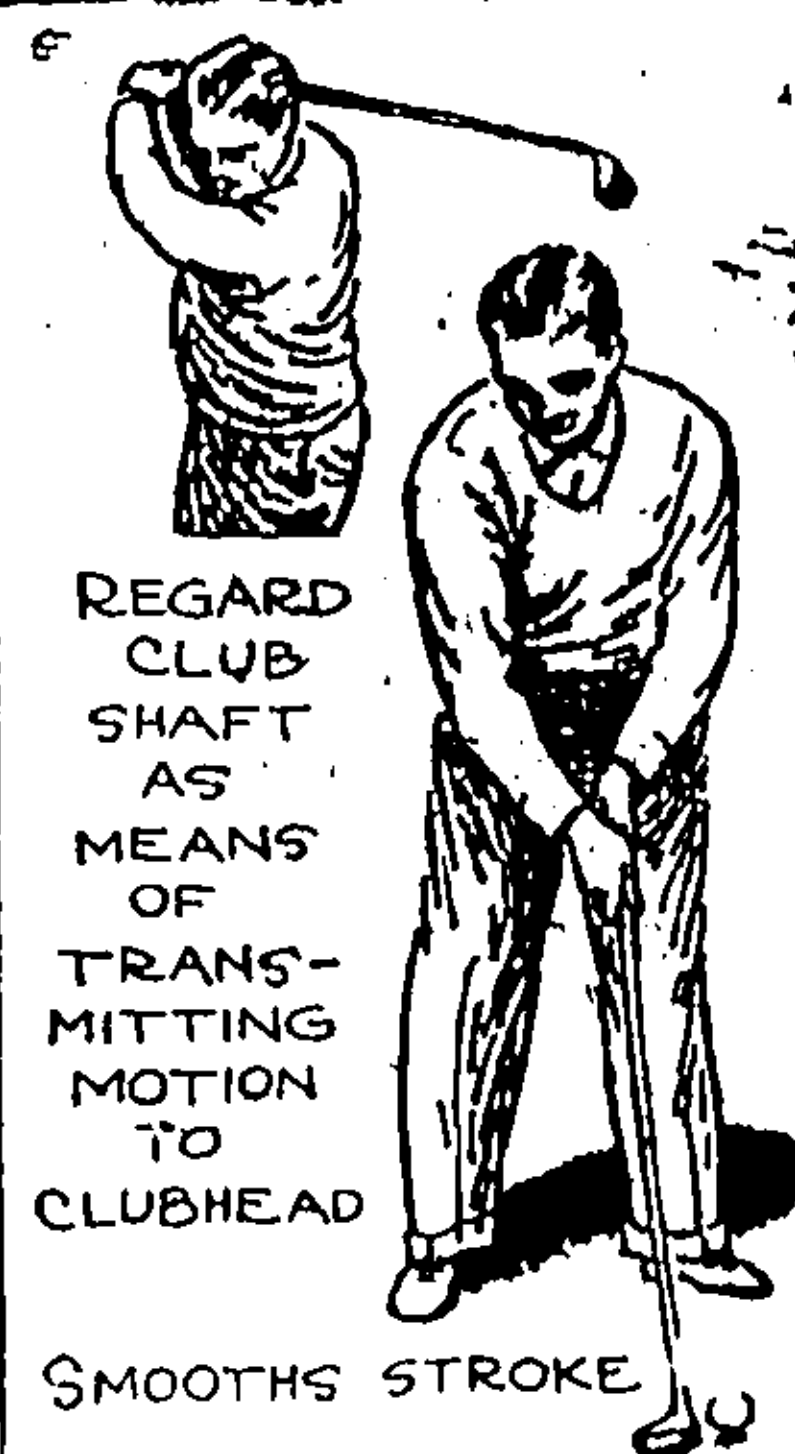
League Table

	P.	L.	W.	F.	A.	Pts.
University "A"	4	0	4	33	3	8
University "B"	3	1	2	16	11	4
Recreio	5	3	2	14	31	4
Chinese "Y"	6	5	1	18	36	2

GAME POSTPONED

The game between University "A" and University "B" scheduled for last night, was postponed to Friday.

GRAPHIC COLE



A Mental Tip

BY BEST BELL

Golfers who rush their swing, literally snatching it up and then dashing it down might try the following cure. The idea is more mental than physical but its reaction is to induce a slower tempo in the stroke. Consider the head of the club as the implement, which does the actual striking of the ball and the shaft as a medium of transmitting power.

This suggestion is somewhat like the weight on the end of a string method of swinging. The shaft like the string is thus the means by which momentum is applied to the clubhead through the medium of the hands. The tendency from such thinking when applied to the stroke means a more gradually accelerated speed. Furthermore at the top of the swing, a momentary pause is possible before the downswing starts. Stopped at this point, the descent gradually increases to come onto the ball at its highest possible speed.

Next Article:—Chin Back.

LA SALLE SPORTS

The tenth Annual Athletic meeting of La Salle College will be held on Saturday on the College ground commencing at 1 p.m.

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MATSUOKA EXPLAINS AGAIN

No Offer Of Mediation In European War

BOMBS IN NORTH OF SCOTLAND

German air activity over Britain during daylight yesterday was very slight, only bombs reported being at places in the north of Scotland.

Announcing this, the Air Ministry states the bombs caused neither damage nor casualties.—Reuter.

NO OFFER MADE TO JAPAN

No proposals have been made by Britain regarding any Japanese move to the south, it was learned in London yesterday.

There have been various contacts between the Japanese Ambassador, Mr. Mamoru Shigemitsu, and the Foreign Secretary, Mr. Anthony Eden, and in Tokyo between the British Ambassador, Sir Robert Craigie, and Japanese statesmen.

At these exchanges, the British view of dangers in the Japanese southward expansion has always been made clear but these statements of view are in no sense proposals.—Reuter.

Misconception Due To Phraseology

MR. MATSUOKA, THE JAPANESE FOREIGN MINISTER, MADE A STATEMENT IN THE HOUSE OF REPRESENTATIVES COMMITTEE IN TOKYO YESTERDAY ON THE POSITION RELATING TO THE OFFER OF MEDIATION IN THE EUROPEAN WAR ATTRIBUTED TO HIM.

He was replying to questions on his recent memorandum to Mr. Anthony Eden and to the charge that the memorandum was represented by the British as containing Japan's offer to mediate between the warring great powers.

Mr. Matsuoka stated, according to the Domei agency, that what he sent was not a personal message but a memorandum relating views expressed by Mr. Eden, probably on February 7, in an interview with Mr. Shigemitsu, the Japanese Ambassador in London, regarding the South Seas question as well as the Tokyo conference of mediation or the Thai-Indo-China dispute.

Mr. Matsuoka added that he took the occasion to convey to Mr. Eden a long-cherished ideal of world peace in general.

Mr. Eden, in his interview with Mr. Shigemitsu, had referred to the Thai-Indo-China mediation proceedings in Tokyo, and therefore, said Mr. Matsuoka, he replied to Mr. Eden and no other mediation question was mentioned in this reply.

Caused By Phraseology

Mr. Matsuoka added he surmised that the British misunderstanding was possibly caused by the phraseology he used regarding the Thai-Indo-China negotiations, to the effect that Japan would be glad to take measures for the restoration of normal conditions, not only in Greater East Asia but anywhere in the world.

To prevent possible misunderstanding, however, Mr. Matsuoka said he handed a copy of the memorandum to the British Ambassador in Tokyo, reminding him that the memorandum had nothing to do with Germany.—Reuter.

GREEK OPERATIONS RESTRICTED

Greek operations against the Italians in Albania have been restricted owing to heavy rain and thick mists, stated Athens radio last night.

Recently captured large mountain ranges, ridges and areas have been systematically cleaned up with the result that more prisoners have been captured, and automatic weapons and good quantities of ammunition, tents and blankets taken.

Successful patrol activity is also reported.

Two enemy tanks were destroyed in a local engagement where the enemy were completely routed.

Three Italian planes were shot down and two others severely hit.—Reuter.

ADM. CUNNINGHAM CHALLENGES STUKAS

(Continued from Page 1). Diving suddenly on two enemy planes they drove them almost into the sea.

Crippled Bombers

The bombers unloaded their bombs in the ocean in order to increase speed and elude the pursuers but without avail, and one German plane burst into flames and dived to its fate. A second staggered off crippled as the British fighters came to the end of their ammunition.

Enemy planes made a second wary appearance in stronger force, sweeping down out of the sky as dusk fell, but though favoured by falling light, the attack never materialised.

This was the last trouble from sky raiders and the Fleet, proceeding on its scheduled course, endeavoured to locate the Italian fleet.

Close To Coast

Our pursuit of the elusive enemy brought us close to the

Printed and Published for the Proprietors, The Newspaper Enterprise Ltd., by GORDON CAMBURNETT, Windsor House, Victoria, Hong Kong.

RAIN RESUMES FOR RACES

Dull threatening weather at Happy Valley this morning developed into a persistent and fairly heavy drizzle by the time the first race was run.

The going was heavy, the track showing signs of wear. There was a very small attendance and several of the ponies in the first event went out with no backers beyond the single ticket of the Jockey Club.

Endeavour, made a hot favourite as a result of his showing in the Rooty Hill Derby yesterday, won much as he liked.

1—BLUE MOUNTAINS PLATE.—(First Section).—One Mile.

Mrs. Chuong Ho-yen's Endeavour, 152 lb. (C. B. Moller) 1
Sailbad the Sinner's Mainsail, 152 lb. (S. L. Yuen) 2
Toots's A Surprising Time, 152 lb. (D. Black) 3
17 starters. Won by 1½ lengths; 4 lengths. Time: 26.1; 52.3; 1.20.2; 1.48.
Pari-mutuel: Winner, \$6.20; places, 1st \$5.10; 2nd \$6.00; 3rd \$5.40.

BETTING FIGURES		Win	Place
Endeavour (Moller, 152)	1776	1706	
A Surprising Time (Black, 152)	363	445	
Fresh Air (Necda, 149)	132	152	
Mainsail (Yuen, 152)	98	182	
Newborn Star (Tao, 152)	48	75	
Bona Vacantia (Sokoloff, 152)	32	106	
Bendigo (Chao, 152)	20	38	
Daylight (Noodt, 152)	8	18	

HAVE YOU WON?

Race 1
No. 1776 \$1647.10
" 3142 470.60
" 1845 235.30
Unplaced runners (\$50 each), Nos.: 1883, 608, 1743, 2352, 1955, 2320, 2812, 304, 1519, 1231, 2184, 296, 2267, 1418.

Belgrade Incident

The police emptied a cinema in Belgrade yesterday following a pro-British demonstration during the showing of a news-reel in which the British King and Queen were shown.

This action was taken after three official warnings had been given without effect and repeated attempts by the managements to restrain the audience had also failed.

Showing of the news-reel concerned has now been banned.—Reuter.

BETTING FIGURES		
	Win	Place
Royal Sovereign (Botelho, 152)	7	22
Jungle Love (Liang, 151)	2	2
Archber (Gregory, 152)	1	7
A Rosy Time (Chiu, 144)	1	2
Beauford (Sequeira, 147)	1	2
Luxury (Chang, 147)	1	2
Reindeer (Tang Man-wa, 152)	1	2
Senorita (Wood, 145)	1	6
Spitfire (Ho Hong-ping, 147)	1	1

STOP PRESS

2.—GRAND STAND STAKES.—Six Furlongs.
Marber's Palber, 152 lb. (L. B. Chao) 1
Collene's Sam's Choice, 149 lb. (D. Black) 2
Kong Bros.' Wonderful Scheme, 152 lb. (M. M. Sokoloff) 3
9 Starters. Won by 1 length; 1 length. Time: 27; 55.2; 1.26.
Pari-mutuel: Winner \$8.00; places, 1st \$5.20; 2nd \$5.50; 3rd \$6.80.

CASH SWEEP

Race 2
No. 318 \$2026.50
" 841 \$579.00
" 2603 \$289.50
Unplaced runners (\$50 each), Nos.: 2206, 4278, 3311, 952, 2924 and 1305.

The prefix "special" to telegrams is used by the "Sunday Herald" and "China Mail" to indicate news which is strictly copyright under the provisions of the Telecommunications Ordinance, 1938, and may not be retransmitted under any circumstances, either wholly or in part, without prior arrangement.

Italian coast: all guns from 15-inch down to the deadly network of pom-poms swung broadside ready for action but there was no sign of life from the Duce's sailors—British freedom of action in the Mediterranean remains as great as ever.—Reuter.

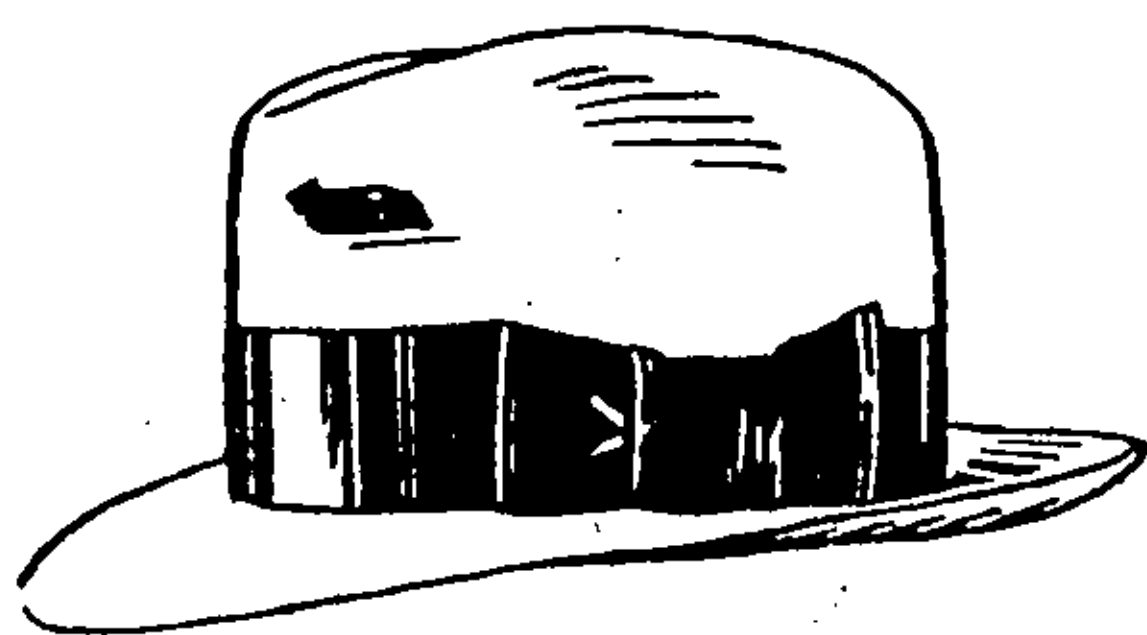


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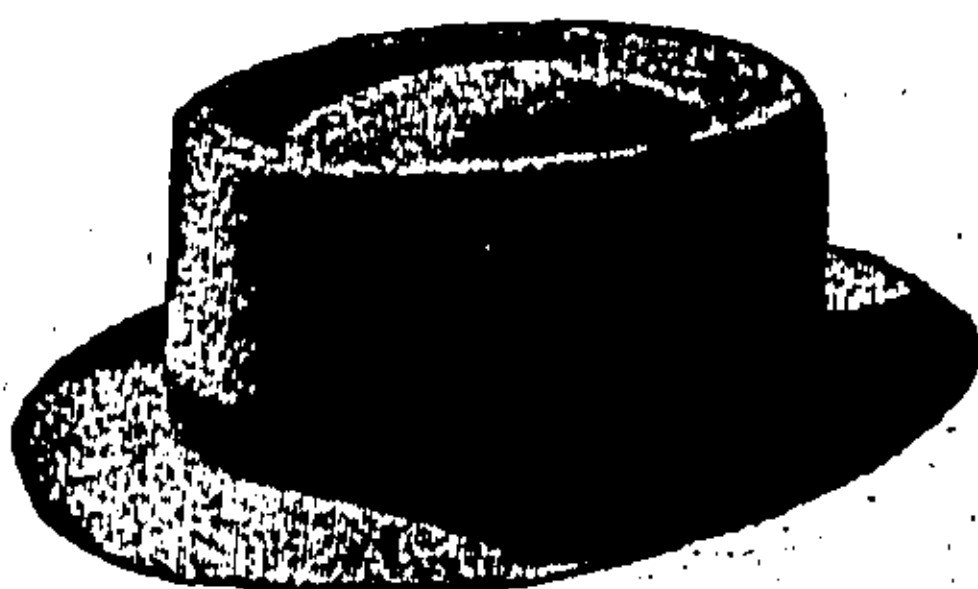


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ADOLF IN HIS BEST FORM

Page 3

LATE NIGHT FINAL



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BRITISH OFFER TO LAND ARMY TO DEFEND SALONIKA

LAVAL STILL NOT IN

[SPECIAL TO "CHINA MAIL"]
Marshal Petain yesterday announced a new reorganisation involving five members of the Cabinet and ten State Secretaries.

Admiral Darlan, as Vice-Premier executing Marshal Petain's decisions, also takes the portfolios of Interior, Foreign Affairs, Navy and Information.

General Huntziger is given the posts of Aviation Minister and War Minister.

M. Yves Bouthillier becomes Minister of Economics and Finance.

M. Pierre Caziot is appointed Minister of Agriculture and M. Joseph Barthelemy, Minister of Justice.

State Secretaries have been appointed to administer relations with Germany, work and industrial production.—International News Service.

WASHINGTON ENQUIRING

THE GERMAN CLAIM TO HAVE SUNK A STEAMER CALLED "CANADIAN CRUISER" IS BEING INVESTIGATED, MR. SUMNER WELLES, U.S. ASSISTANT SECRETARY OF STATE, DECLARED YESTERDAY.

THE STEAMER WAS SAID TO BE FLYING THE UNITED STATES FLAG AND TO BE CARRYING UNITED STATES MARKINGS.—REUTER.

INDO-CHINA ARMY LEAVE CANCELLED

THE MILITARY authorities in French Indo-China have cancelled all army leave, according to Paris radio yesterday.

The French Far Eastern fleet is reported to be cruising in the Gulf of Siam.—Reuter.

HULL BOMBED, SAYS BERLIN RADIO

[SPECIAL TO "CHINA MAIL"]
Berlin radio claims to have dropped sixty tons of bombs over Hull yesterday in an attack of nearly blitz-like proportions and that extensive damage was done. This report follows earlier claims that a British vessel of 10,000 tons had been sunk and another of 4,000 tons crippled.—International News Service.

EIRE BASE NEGOTIATION STORY BASELESS

[SPECIAL TO "CHINA MAIL"]

It was reported from Dublin yesterday that there is no basis or foundation for the report that President Roosevelt and Mr. Eamon de Valera were negotiating for bases in Eire.—International News Service.

JAPAN PREPARED Diet Told

The Japanese navy has already worked out a plan which takes into full consideration American developments in the Pacific, the Vice-Minister for the Navy told the Diet in Tokyo yesterday.

Moreover, he pointed out, the American programme called only for the expenditure of \$240,000,000 on their fortifications in the Pacific, including Guam Island.

He added: "Japan will not feel any serious menace to her national defence from fortifications on such a scale."—Reuter.

Refused For Moment

(SPECIAL TO "CHINA MAIL")

IT WAS REPORTED IN LONDON YESTERDAY THAT GREECE HAS REFUSED AN OFFER TO LAND BRITISH TROOPS AT SALONIKA IMMEDIATELY.

The Greek Minister, M. Charilambos Simopoulos, is said to have told Mr. Churchill that Greece does not desire a British landing until and unless the Germans actually invade Greece.

Ribbentrop in Lengthy Conference

[SPECIAL TO "CHINA MAIL"]

The Japanese Ambassador to Berlin, Lt-General Oshima, and the German Foreign Minister, von Ribbentrop, held a lengthy conference yesterday at the latter's country estate.

It is expected that as a result of the conference there will be intensified Japanese activity in the Far East.

It was pointed out that the conference took place even before the Japanese Ambassador had presented his credentials to Chancellor Hitler.

British action in Singapore is reported to be among the items discussed.—International News Service.

WEATHER FORECAST:—North-east winds, fresh to strong; cloudy generally, probably rain later.

MR. CHURCHILL'S FRANK TALK WITH MR. SHIGEMITSU

Reuter's diplomatic correspondent learns from well-informed Japanese circles in London that the interview between the Japanese Ambassador and Mr. Churchill yesterday was very fruitful and should greatly contribute to dissipate certain misunderstandings that have arisen between the two countries.—Reuter.

EXTRAORDINARY GAYDA STORY

[SPECIAL TO "CHINA MAIL"]

In an article yesterday, Virginia Gayda, Mussolini's mouth-piece, violently attacked Britain and charged that Britain tried to invade Italy at the time the latter entered the war. Hence the reason Italy entered the conflict without preparation, says Gayda.—International News Service.

LEASE AND LEND DELAY FEARED

[SPECIAL TO "CHINA MAIL"]

Members of the U.S. Administration yesterday virtually abandoned hope of obtaining a final vote on the Lease and Lend Bill by March 1 when opponents of the measure reiterated demands for a "full debate."

Confronted with a threatened filibuster, the sponsors of the Bill are reported to be convinced they will not obtain a showdown before Wednesday.

The Administration desire to avert increased bitterness and to present a picture of greater Senate unity.

Scholars LaFollette, Clark and Danaher assailed the Bill, branding it as a "war" measure.—International News Service.

Campaign Threat

The Isolationist leader, Senator Wheeler, told pressmen yesterday that if the Lease and Lend Bill was passed, its opponents would conduct a coast to coast campaign in an effort to keep the United States out of war.—Reuter.

FOR PERSONAL MOVIES

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SAYS DIRECTOR CLARENCE BROWN OF METRO-GOLDWYN-MAYER CALL ON US FOR A DEMONSTRATION

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ADM. CUNNINGHAM CHALLENGES STUKAS

Battle Fleet Sweeps The Central Mediterranean

(By Reuter's Correspondent with the
Mediterranean Fleet)

WHILE SOME UNITS OF THE FLEET CONTINUE TO MAINTAIN COMMUNICATIONS ALONG THE LIBYAN COAST, THE MAIN BATTLE FLEET, IN A FOUR-DAY OPERATION IN THE CENTRAL MEDITERRANEAN, BEAT OFF GERMAN DIVE-BOMBERS AND SUCCESSFULLY COVERED THE PASSAGE OF CONVOYS.

Making a determined effort to break up and sink a British convoy under the powerful protection of British warships, dive-bombers operating from Italian bases, attacked the Fleet near the scene of the former unsuccessful attack against the aircraft-carrier *Illustrious*.

R.A.F. RAIDS IN ALBANIA

British aircraft have been continually bombing Italian positions in the area of the Skumbi Valley, Elbasan, Ilin and Podgradetz from 3 o'clock yesterday morning, says Reuter's special correspondent on the Albanian frontier.

Italian troops in this area have been reinforced during the past week.

Further south, in the Devoli and Voyusha Valleys, artillery was heavily engaged yesterday. Several local actions are reported in which Italian infantry attacks were repulsed with heavy losses.

In the Ostravitz Mountains the Greeks captured an important height dominating the Italian advanced positions.

Dukazi Attacked

Supporting the Greek operations the R.A.F. successfully bombed Dukazi, north-west of Tepelini, during Sunday, states a communique from R.A.F. headquarters in Greece.

Buildings were hit as well as enemy positions to the southward, while bombs were seen to burst on anti-aircraft batteries.—Reuter.

MR. EDEN SEES GENERAL CATROUX

AS SOON AS HE ARRIVED IN CAIRO THE FOREIGN SECRETARY, MR. ANTHONY EDEN, RECEIVED GENERAL CATROUX, LEADER OF THE FREE FRENCH FORCES IN THE MIDDLE EAST, IT IS NOW REVEALED.

Mr. Eden congratulated General Catroux on the part played by the Free French forces in the defence of Egypt and against the Italians in Abyssinia, and on the notable contribution which French soldiers, sailors and airmen were making in the fight against the common enemy.—Reuter.

The British ships were undamaged and the German planes were driven off with losses.

"Yesterday the Italian High Command communique claims that a German air formation attacked a British naval squadron in the eastern Mediterranean, hitting one big but unidentified warship so seriously that she probably sank (There was no confirmation in London of this claim).

This time the Germans had as target another aircraft-carrier but, probably still smarting from the heavy toll exacted by fighters from *Illustrious* in the earlier attack, the enemy planes confined themselves to dropping bombs at other units of the Fleet.

Prolonged Sweep

In addition to escorting a number of fast merchantmen safely the warships carried out a prolonged sweep according to plan undertaken by either dive-bombers or the Italian fleet, of which there was still no sign.

All day enemy shadowing planes tried to keep track of the Fleet's movements but they quickly disappeared when fighters took off from the aircraft-carrier.

The fighters overtook a formation of Heinkel bombers which was taken completely unawares.

Diving suddenly on two enemy planes they drove them almost into the sea.

Crippled Bombers

The bombers unloaded their bombs in the ocean in order to increase speed and elude the pursuers but without avail, and one German plane burst into flames and dived to its fate. A second staggered off crippled as the British fighters came to the end of their ammunition.

Enemy planes made a second wary appearance in stronger force, sweeping down out of the sky as dusk fell, but though favoured by falling light, the attack never materialised.

This was the last trouble from sky raiders and the Fleet, proceeding on its scheduled course, endeavoured to locate the Italian fleet.

Close To Coast

Our pursuit of the elusive enemy brought us close to the Italian coast: all guns from 15-inch down to the deadly network of pom-poms swung broadside ready for action but there was no sign of life from the Duce's sailors.—British freedom of action in the Mediterranean remains as great as ever.—Reuter.

LUFTWAFFE REINFORCEMENT IN BALKANS

Large reinforcements of the Luftwaffe have left Austria for Rumania and Italy in the past few days, according to reliable reports received in Belgrade yesterday.

Units of ground staffs have also been going to Italy.—Reuter.

ERITREA ADVANCE

British operations in Italy's East African possessions continue to advance on all fronts.

Italian troops holding positions in Eritrea have been dispersed by British forces advancing from the north and many prisoners were taken.

The advance towards the south continues.

On the road to Gondar, in northern Abyssinia, the advance of British elements is developing satisfactorily.

The R.A.F. has been very active in various African battle zones.

In Eritrea, a South African squadron on Sunday destroyed eight Italian planes on the ground and damaged several others at Makale, in a machine-gun attack.—Reuter.

Cairo Communique

A Cairo G.H.Q. communique states: "Eritrea—our forces advancing from the north have dispersed Italian troops holding positions about Cubeb (40 miles N.N.E. of Keren). Many prisoners have been captured and advanced elements of our troops have reached Amanit.

Italian Somaliland—following the capture of Margherita and the important Italian post of Gelibour advance in the whole area east of the River Juba is developing successfully. Many prisoners and quantities of war material, of which details are still lacking, have already been captured in this operation."—British Wireless.

CHINESE GIFT TO AIR RAID VICTIMS

Forwarding £54 to the Lord Mayor's Air Raid Distress Fund from members of their Chinese staff in China, a London business firm wrote:

"We feel this is proof of the sympathy with which the British cause is viewed at the other end of the world as a worthwhile dividend on the generous help given by the Lord Mayor's Relief Fund a couple of years ago to China."—Reuter.



Cleaning up the debris after a heavy German raid on Portsmouth. The "debris" in the possession of the blue-jacket suggests how close the Nazis got to military objectives.

TO ATTEND THE WAR CABINET

Mr. R. G. Menzies, the Australian Premier, will attend meetings of the War Cabinet during his visit to England, it was officially announced in London yesterday, says Reuter.

ANGLO-GREEK DISCUSSIONS

The Greek Minister in London had an interview with Mr. Winston Churchill yesterday, says Reuter.



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TRIAL OF STRENGTH IN SPRING

Hitler's Threat In Munich Beer Cellar Tirade Intensification Of U-Boat Attack

IN AN HOUR AND A HALF'S TIRADE, BROADCAST FROM THE MUNICH BEER CELLAR YESTERDAY, HITLER FORECAST THAT A "TRIAL OF STRENGTH" WITH BRITAIN WOULD COME IN THE SPRING.

He threatened immediate intensification of submarine warfare, exclaiming: "Our new U-boats are now ready."

CHANNEL PORTS BOMBED

Further details of Sunday night's attack by the R.A.F. on the docks at Calais and Boulogne were given in an Air Ministry communique issued yesterday.

The communique states that large fires were started at Boulogne, many bursts being observed in the dock area.

At Calais, shipping and docks were set on fire. One aircraft failed to return from these operations. — Reuter.

Bad Weather

Bad weather prevented the Bomber Command aircraft from going farther than the invasion ports and even over the coast of France the weather was extremely capricious.

Pilots who reached Boulogne between 7.30 and 8 p.m. found poor visibility but within a few minutes the clouds began to break up and later reports said that the docks were very easily seen and that only the smoke of fires occasionally put a barrier between the aircraft and the ground.

On the way to Calais some pilots had to plough through dense clouds with a good deal of trouble from icing but soon after 8 the weather suddenly cleared, only to change again later when impenetrable cloud settled firmly over the town.

In the intervals of good weather our pilots were able to observe good results of the bombing. Fires were quickly started at Boulogne and aircraft arriving soon after the beginning of the raid found them a useful guide.

Clocking Positions

Many pilots had no difficulty in clocking the position of their bombs as they fell in sticks across the docks.

Bombs were seen to fall directly on quays and warehouses, and between the wet dock and the Basin Loubet a large warehouse burnt fiercely.

The importance that the Germans attach to this invasion base was shown by the fierce opposition which the majority of the aircraft encountered.

At Calais one of our pilots was able to count 30 fires among the docks and again ground defences were formidable but our pilots found them less of a barrier than the intervals of bad weather. — British Wireless.

BOMBERS FOR ROYAL DUTCH NAVY

TWO MORE BOMBERS HAVE BEEN PRESENTED TO THE ROYAL DUTCH NAVY BY THE "PRINCE BERNHARD FUND," WHICH ACTS AS A WORLD-WIDE DUTCH WAR WEAPONS COMMITTEE.

Altogether 64 Spitfires and 23 bombers have now been presented to the Dutch and British forces by Free Dutch all over the world. — Reuter.

He revealed his intention to use the conquered peoples of Europe to increase German armaments, when he declared: "I used the power of the German nation for this purpose in good time. I am resolved to use Europe for the same purpose if necessary — in fact, I am doing so."

Snearing at Britain because she "had to look for victories" in the Middle East, he said: "We shall find them wherever they go and strike where our blows will be most destructive."

Hitler affirmed that the ties between Germany and Italy were "indissoluble."

The first part of Hitler's speech was, as customary, taken up with a review of the history of the Nazi movement and a denunciation of the Versailles Treaty.

"It is seldom that a politician can face the same audience 21 years after he first addressed it to repeat to them the same programme he presented on the day of the foundation of the party," exclaimed the Fuehrer.

The speech was broadcast from all German stations and relayed to Italy, Bulgaria, Rumania, Yugoslavia, Finland and Switzerland.

Many Reich Ministers and gauleiters were present in the Beer Cellar.

Versailles

"I have studied the Versailles Treaty as no other man did," Hitler exclaimed. "I have not forgotten it even to-day."

Exclaiming that Germany was not fleeing others but following a form of economy which was of use to Germany, Hitler said: "States cannot be built on capitalism. Those who think they can prevent the rising of a people by waging war will find they have only speeded it up."

"It will not be the gold standard which will emerge from this war."

Hitler finished speaking after an hour and a half at 5.45 p.m.

Nazi Methods

Paying a special tribute to women Nazis, who "have always stuck to me even in bad times," Hitler said Nazi methods were unattractive to many but "I was a soldier from the front, where I got used to rough times."

After speaking for 45 minutes Hitler's historical review had reached the year 1923.

Referring to his relations with Mussolini, Hitler said: "When I have chosen a man I stick to him. The bond which unites our revolutions is insoluble and it is the same with the two men."

"If there is a time when one of them is better off and the other worse off, the former will help the latter, because it is the common enemy we are going to defeat."

New U-Boats

Numerous British warships, he said, were tied up in the Mediterranean. Numerous British planes were tied up in North Africa. Numerous British land forces were also tied up and it was only now that the German sea warfare would start.

"We have been waiting for our new U-boats."

"Two hours ago I received reports that German surface warships and U-boats had sunk 215,000 tons of shipping in two days, but in March and April a naval warfare will start such as the enemy never expected."

"Wherever Britain touches the Continent we shall face her. Wherever British ships cruise, our

U-boats will be sent against them until the hour of decision arrives.

"I have learned to wait but I have not been idle during that time."

British Victories

"Last autumn the British said 'If he tried to land now it doesn't matter; in the spring of 1941 Britain will win her victories on the Continent.'"

"Well, they have transferred their victories elsewhere and we have had to run after them, but we shall find them wherever they go and strike at them where our blows will be most destructive."

The German nation and army, party and state, were indissoluble. Only a few fools could ever think of revolution in Germany.

"I have taken many Democratic enemies in the past and have, always been victorious."

Spring Is Coming

"I am grateful to Fate that if this struggle was necessary it has come during my lifetime, and while I am still feeling fresh and vigorous."

"I am feeling more fresh than ever now for Spring is coming and the time when we can measure our strength again."

"We have miraculous victories behind us. I am convinced Providence will bestow its blessing on us in the future to which I look with fanatic confidence." — Reuter.

ITALIAN 'PLANE DESTROYED

WHEN A THREE-ENGINE ITALIAN SEAPLANE WAS SHOT DOWN IN THE SEA OF THE PREVEZA AREA IT WAS NOT SUNK BY OUR FIGHTERS, AS IT WAS HOPED TO EFFECT ITS CAPTURE.

When found, however, that this could not be accomplished in time a Gladiator was sent to the scene to see that the enemy aircraft did not escape.

It arrived at a timely moment and dived down to complete the wreckage of the aircraft. The seaplane capsized. Four of its occupants were captured and two others killed. — British Wireless.

MR. MENZIES HAS TALK WITH PREMIER

Mr. R. G. Menzies, the Australian Premier, saw Mr. Churchill at the week-end and had a lengthy conversation on matters bearing on his visit to Britain.

Yesterday afternoon Mr. Menzies had a talk with the Dominion Secretary. — Reuter.

HITLER'S CLAIM FANTASTIC

Hitler's claim in his speech yesterday that the Germans had sunk over 200,000 tons of shipping, was characterised in authoritative quarters in London as "fantastic and as far removed from the truth as such German announcements have usually proved to be."

It is recalled, for instance, that on the occasion of the Jervis Bay convoy the Germans claimed to have sunk the whole convoy, totalling 86,000 tons, but in fact 33 out of 38 ships in the convoy had come safely to port. — Reuter.

MR. WILLKIE GETS AN INVITATION

The Australian Government have officially invited Mr. Wendell Willkie to visit Australia, announced the Acting Prime Minister, Mr. Fadden, in Sydney yesterday. — Reuter.

WAR FACTORY CONTROL

The Minister of Labour and National Service has made an Order under which the Chief Inspector of Factories can require any contractor undertaking building operations or works of engineering construction in the construction of munitions factory, aerodrome, defence works or similar works on behalf of the Crown to make arrangements to the Inspector's satisfaction for the employment of officers for the supervision of the welfare and safety of persons employed and to provide at or in the immediate vicinity of the site of the works sufficient and suitable canteen facilities where hot meals can be purchased by workers.

The Order does not automatically apply to any of these requirements but enables the Chief Inspector of Factories to give certain directions which then become legally binding. — British Wireless.

MISSING JUNK

LEAVING SHAUKIWAN ON FEBRUARY 3, A CARGO-JUNK, NO. T338H WITH A CREW OF 14, HAS NOT BEEN HEARD OF SINCE.

The disappearance of the junk was reported to the Police yesterday by a Maëao merchant, Cheng Ka-yu, master of the Sum Shun Lee Company, of Macao.

Cheng stated that the junk was destined for Macao when it left Shaukiwan, but it failed to arrive.

BURNED JUNK

Believed to be the result of Japanese activity, a partly burnt junk was found floating off Hail Ngau Tai (Chinese territory) by the master, of fishing junk No. 393HW, Shek Sap-shun.

The burnt junk was towed to Hong Kong and handed over to the police.

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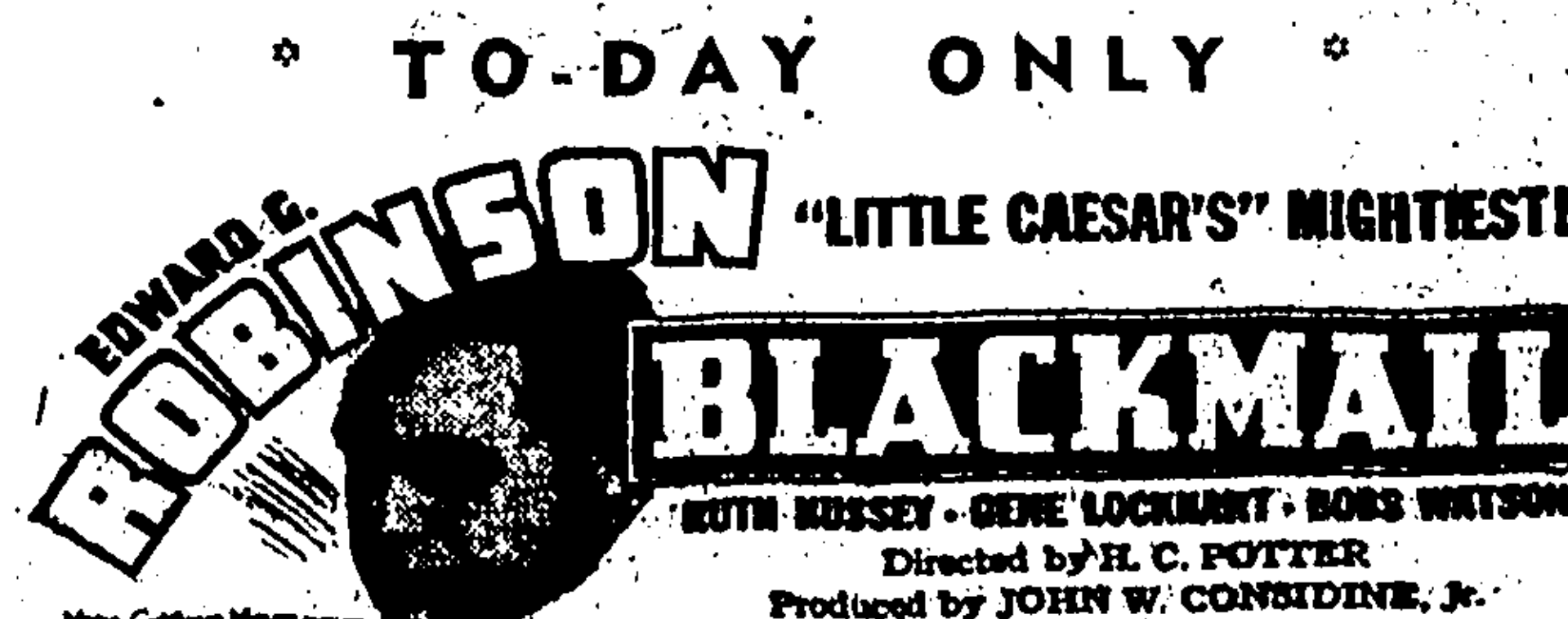


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TERRIBLE ILLUSION AMONG AMERICANS

SIR WALTER CITRINE, Secretary of the Trades Union Congress General Council, who has just returned to Britain from a tour in the United States, said yesterday there was a terrible illusion in the mind of the American people that their great automobile industry could be turned over to the production of aeroplanes in thousands.

He knew before he left that the problem was realised certainly by people in authority. They knew that with the best will in the world it would take to the middle of 1942 or to the end of that year before American aeroplane production could reach its peak.

The American aircraft industry was doing marvellously well. Many of their latest aircraft were quite up to the standards ruling when he left Britain.

In the United States, with a proper interchange of design between this country and the United States, he was satisfied that they could turn out aircraft that would surpass anything in the world.

As to when the American effort would become effective from the British point of view he would say September.

He believed that with American production, combined with British production their total output would overtop the Germans by September.

Goodwill Universal

Sir Walter Citrine added: "Good will, I would say, is almost universal in America. There are little patches here and there which are almost hostile to our cause but they are microscopic."

Speaking of his interview with President Roosevelt, Sir Walter Citrine said: "I conveyed to President Roosevelt the gratitude of the British people and the British Labour movement in particular for the help that the United States has given to Britain and the courageous leadership the President has shown." — British Wireless.

BOMBER COMES DOWN SAFE AMID HOUSES

BY THE LIGHT OF FLARES THE PILOT OF A VICKERS WELLINGTON LONG RANGE BOMBER BROUGHT HIS PLANE DOWN "ON A POSTAGE STAMP" IN A SOUTH COAST TOWN.

Petrol was getting short and it was pitch dark as the pilot, on his way back to his base after a trip to Italy, circled the town and picked out a landing place.

He skimmed the roofs of houses and landed on a piece of land little larger than the bomber itself.

The bomber was hidden to view behind rows of houses, and one woman charged six-pence a head to everyone who wanted to go through her house to look at it.

She will hand over £15 to the local Spitfire Fund as a result.

KING CHANGES TITLE OF THE A.M.P.C.

The title of the Auxiliary Military Pioneer Corps has been changed to that of the Pioneer Corps.

The Secretary of States for War, states in a written reply that the King has approved the change in view of the services which the corps has rendered.

"As regards the grant of the distinction 'Royal,' he adds, 'I think it would be better to follow the normal practice and postpone consideration of such a matter until the end of the war.'"

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KING WITH POLISH AIRMEN

King George, while making a tour of inspection of R.A.F. aerodromes recently, visited several Polish squadrons.

His Majesty subsequently expressed his appreciation of the smartness and enthusiasm of the Polish airmen.

The Polish Commander-in-Chief, in reply, assured His Majesty that Polish airmen are proud to fight wing to wing with the R.A.F. and consider it a privilege to be serving at the same time their own country and Britain in the common noble cause.—Reuter.

10.30 A.M. FILMS TO BEAT BLITZ

MORNING CINEMAS TO BEAT BLITZ AND BLACK-OUT, NEW CAR LIGHTING RESTRICTIONS, AND A GOVERNMENT PROMISE TO CONSIDER PRACTICAL PROPOSALS FOR DEEP SHELTERS ARE AMONG AIR-RAIL NEWS ITEMS WHICH AFFECT THE LIVES OF MILLIONS OF PEOPLE.

Cinemas in the London area are now permitted to open from 10.30 a.m. on weekdays so long as 9 a.m. is the closing hour, and on Sun-

GREEK OPERATIONS RESTRICTED

Greek operations against the Italians in Albania have been restricted owing to heavy rain and thick mists, stated Athens radio last night.

Recently captured large mountain ranges, ridges and areas have been systematically cleaned up with the result that more prisoners have been captured, and automatic weapons and good quantities of ammunition, tents and blankets taken.

Successful patrol activity is also reported.

Two enemy tanks were destroyed in a local engagement where the enemy were completely routed.

Three Italian planes were shot down and two others severely hit.—Reuter.

Belgrade Incident

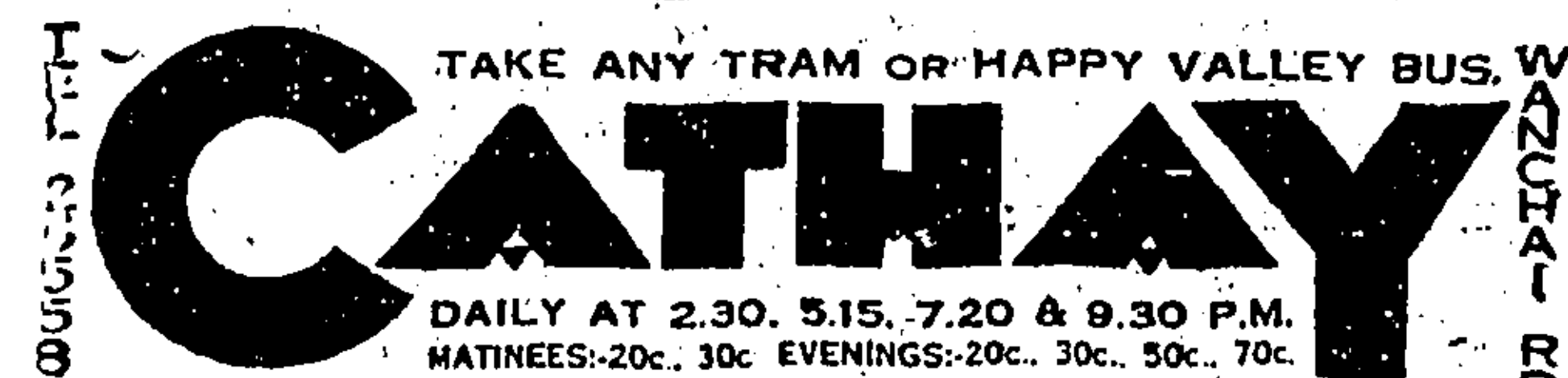
The police emptied a cinema in Belgrade yesterday following a pro-British demonstration during the showing of a news-reel in which the British King and Queen were shown.

This action was taken after three official warnings had been given without effect and repeated attempts by the managements to restrain the audience had also failed.

Showing of the news-reel concerned has now been banned.—Reuter.

days from 1.30 p.m., provided they close at 7 p.m.

Cinemas in the L.C.C. area may thus open at any time from 10.30 a.m. during the week, according to local conditions and requirements.



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Alice Faye

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Dorothy Lamour

MUTT AND JEFF



BLACK-OUT TESTS

It has now been decided that dimmed navigation lights can be used during the black-out by the Star Ferry, Yaumatei Ferry and the fire floats.

It is also notified that (a) Certain lighting trials connected with street lighting and the lighting of premises will be carried out during the nights of 26th and 27th February, 1941.

(b) Authority has been given to relax certain of the lighting restrictions laid down in the Black-out Order to certain dockyards and other premises, the owners of which have been informed.

(c) The Fire Brigade will be carrying out certain exercises, and flares will be lit in certain parts of the city to simulate fires.

RAIL FOOD CRITICISED BY MINISTER

The Minister of Transport is "very dissatisfied" with the food arrangements on the railways.

Amid cheers, the Minister, Colonel Moore-Brabazon, said in Parliament:

"The British public, patient as they are, will not tolerate the bad train services existing at present on an empty stomach."

"If the railway companies cannot, and I cannot, arrange very early a betterment of this position, I am going to call in Lord Woolton (Food Minister)."

Famous Scientist Lost

An aeroplane carrying the discover of insulin, Sir Frederick Banting, which had been missing since Friday, has been located.

The Canadian Munitions Minister, Mr. Howe, made this announcement in the House of Commons in Ottawa yesterday.

There are indications that someone is alive in the plane, which is in a small bay.

Mr. Howe said a machine equipped with skis was on the way to investigate.

A message was written in the snow near the grounded aircraft.

Canadian officials in Montreal said that a man seen on the Newfoundland coast is believed to be Captain Mackey, commander of the aircraft.—Reuter.

Banting Killed

Canadian defence headquarters have announced that Sir Frederick Banting and two others in the plane have been killed.—Reuter.

Owing to the Bank Holiday there will be no parade of the Training Company at the Murray Barracks this evening.

LOCKHART ROAD ROBBERY

At the Criminal Sessions this morning before Mr. E. H. Williams, Hau Shui-wah, Lam Fook, Tsang Wing-pan, Wong Wai-pun and Lau La, were charged in connection with an armed robbery at No. 359, Lockhart Road on January 4.

Mr. J. Reynolds, assisted by Set-Inspector Darkin, was for the prosecution, and the jury was composed of Messrs. Wong Shi-woon (foreman), A. J. Raptis, Yu Chuen-lok, M. V. Neves, Wong Ying-hong, Andrew Spoor and W. Fleming.

Mr. Reynolds said that at about 10.30 p.m. on January 4, a woman, Wong Hing, principal tenant of the first floor of No. 359, Lockhart Road heard a knock at the door. On opening it, she was confronted by a man who told her to keep quiet. Five men in all entered the flat. They pushed her into a cubicle and later an amah and the eldest son of a fellow-tenant were brought into the cubicle.

Wong Hing, in evidence, said the robbers stayed about a quarter of an hour in the flat. When there was a commotion she saw two men leave by the front door.

In reply to first accused, witness said that she told the sergeant who brought him back to the flat that he was involved in the robbery. She saw him take wire from his pocket.

Chan Kai, travelling tradesman, said he was in the rear cubicle with a fellow tenant when some men came in and told them not to make a noise.

One was armed with a revolver. They were told to turn their faces to the wall. Their hands were tied behind their backs with wire produced by first accused. After a while, he was able to release himself and he went to a verandah, where he blew a police whistle.

In reply to first accused, witness said he saw accused take the wire from his pocket because he had turned his face round at the time. The case is proceeding.

DEPARTURES IN TATSUTA MARU

TWELVE JAPANESE MEN, THREE WOMEN AND THREE CHILDREN BOARDED THE M. V. TATSUTA MARU FOR SHANGHAI AND JAPANESE PORTS THIS MORNING.

The departure of these Japanese residents was described by the Japanese Consul-General as merely routine.

Among those who left was Dr. Munehiro, head of the Majima Hospital in Wanchai, and his family. Dr. Munehiro is proceeding on two months' leave and has been substituted by Dr. Itoh, a Hong Kong University graduate.

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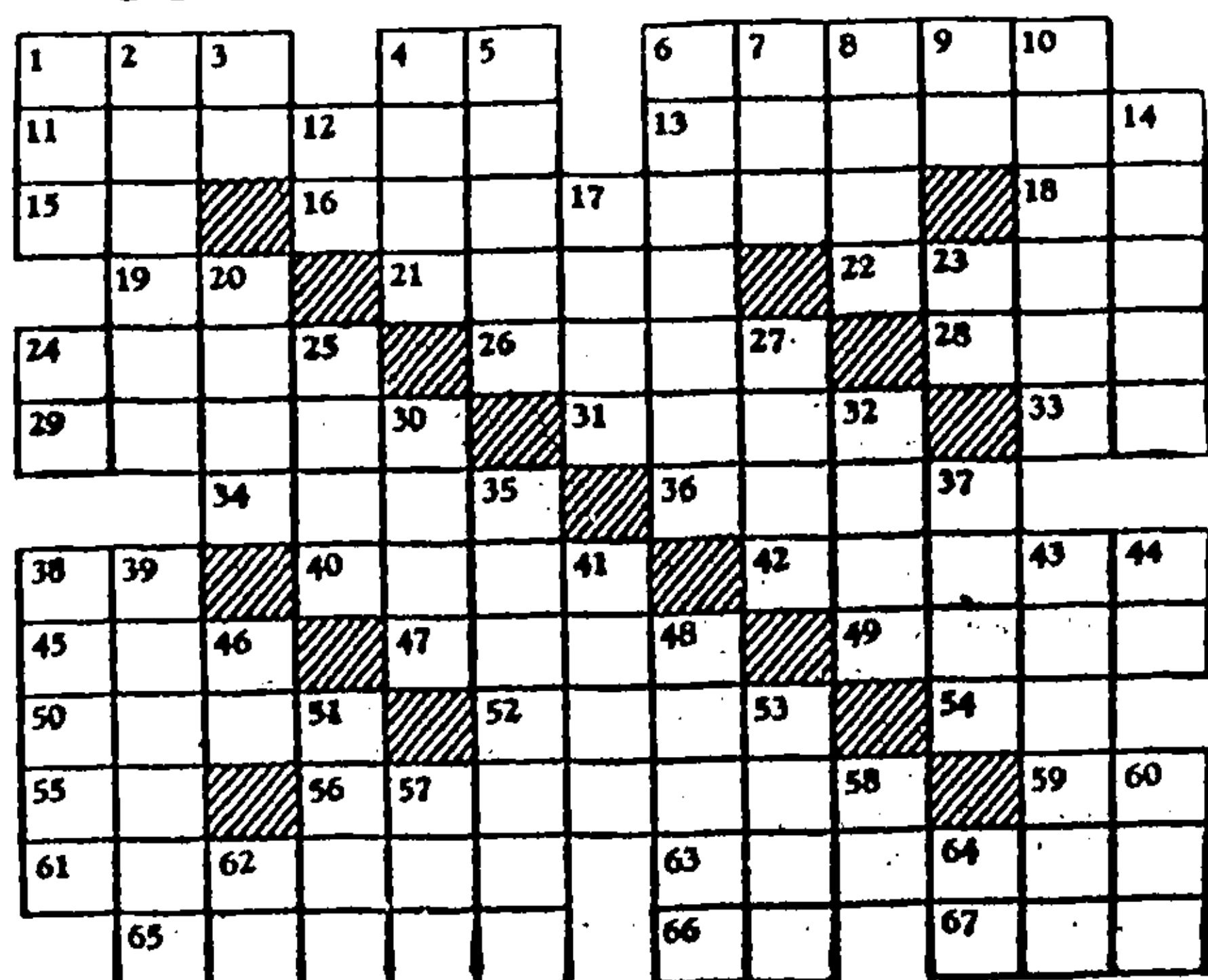
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OUR 10-MINUTE CROSS-WORD



HORIZONTAL

- 1 Literary scraps
- 4 Babylonian deity
- 6 In the midst of
- 11 Planet
- 13 To fasten
- 15 Land measure
- 16 Smothered laugh
- 18 Half an em
- 19 Sun god
- 21 Lamb's pen-name
- 22 To rid
- 24 Cryptogamous plant
- 26 Heating apparatus
- 28 Dessert
- 29 Aroused
- 31 Reverberation
- 33 Teutonic deity
- 34 To split
- 36 Weird
- 38 Synonym for certum
- 40 Hindu deity
- 42 Billiard shot
- 43 Inlet
- 47 To rant
- 49 Tidy
- 50 Unoccupied
- 53 Dealt in
- 54 Japanese measure

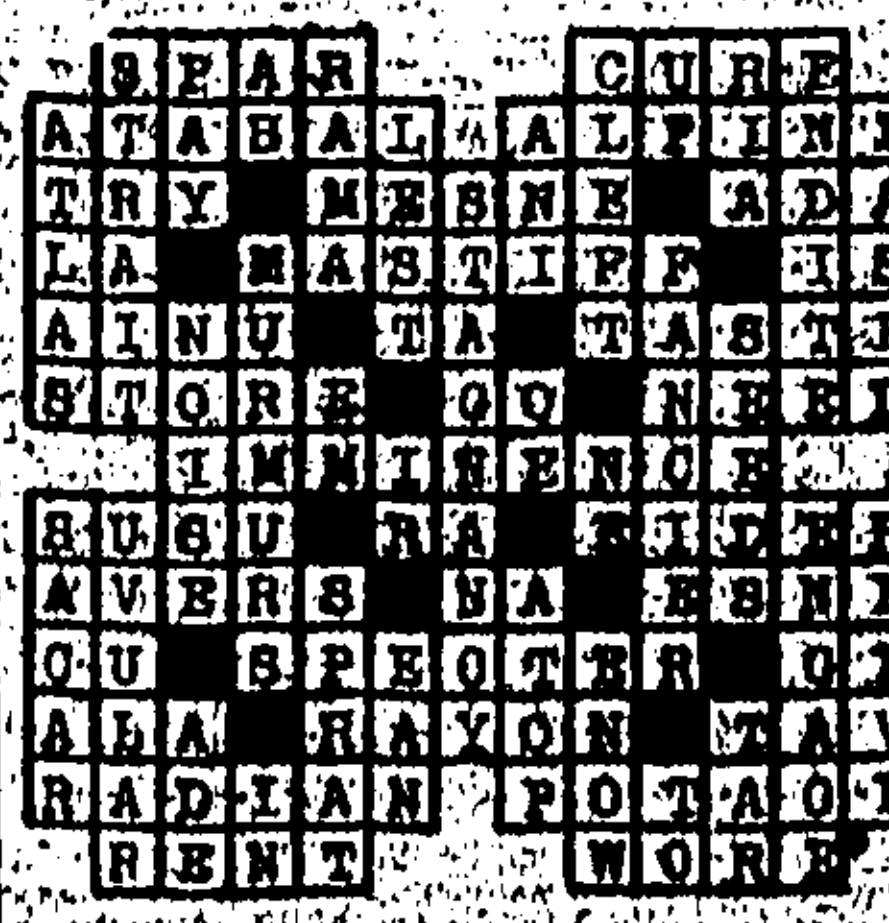
VERTICAL

- 1 King of Judah
- 2 Bigoted
- 3 By
- 4 Sea-eagle
- 5 Feeble-minded
- 6 Distrustfully
- 7 East-Indian tree
- 8 African herb
- 9 Greek letter
- 10 European country

12 You and me

- 14 To penetrate
- 17 To quote
- 20 Ancient musical instrument
- 23 Prefix: two
- 24 Colloquial: mother
- 25 To slip
- 27 Exclamation to attract attention
- 30 At all
- 32 Algerian seaport
- 35 Subterfuge
- 37 Belgian river
- 39 To corrugate
- 41 Large sea-ducks
- 43 River in England
- 45 Navigated
- 47 French conjunction
- 49 Mulberry
- 51 Choicest part
- 53 Gaelic
- 55 To apportion
- 57 Devoured
- 59 Symbol for ruthenium
- 61 South American linguistic stock
- 63 What?
- 64 Preposition

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Britain's New Fortress Of The North

(From Reuter's Special Correspondent
at Reykjavik)

IN THE NINE MONTHS since British troops occupied this remote island of Iceland no time has been wasted in converting it into a fortress of the far north.

Permanent camps have been laid out, roads built and defences constructed. Britain has now consolidated her northernmost military outpost of Iceland and British army headquarters here are confident that no attempt by Germany to oust the British there would have the slightest chance of success.

The troops are cheerful and in excellent health, although having to contend with an erratic climate.

The food is good, mostly bought locally, and sickness has been remarkably low. English beer is now brewed for the British troops by an Icelandic firm.

Intensive training has been carried out, including a mock invasion. Training in mobile warfare is a special feature.

Special Arctic equipment has been issued and skis supplied in large numbers. The British soldiers have taken well to skiing.

Vocational Training

Vocational training is popular and there is tremendous interest in foreign languages. Many officers and men already speak the local tongue fluently.

Local leave is often used to tour the waterfalls, hot springs and other sights of Iceland, but no home leave has yet been granted except in a few cases for compassionate reasons.

Relations between the High Command and the Icelandic Government are excellent.—Reuter.

COMPETING WITH THE POST OFFICE

Charges against two men and a woman under the Defence Regulations, was heard before Mr. G. T. Lowry at the Central Magistracy this morning.

The accused, Cheng Chung-kee, master of the Hop Fat Cheong Import and Export Firm, No. 30, Queen's Street, Siu Kwing-kwan, 38, and the woman, Lam Tai, 26, were alleged to have had in their possession 104 letters, which had been sent into the Colony not through the post, and 17 letters ready for sending out of the Colony.

First and second accused pleaded guilty, while the woman denied her guilt.

Mr. D. W. Fitches, of the General Post Office, in evidence, said the woman was actually in possession of some letters when he raided the premises at No. 30, Queen's Street, second floor.

First defendant was master of the firm, which was mainly concerned in conveying letters to Kwang Chow Wan and into the Colony. The other two were assistants.

The firm had been established for more than six months and they took between \$1,000 and \$2,000 a month. The postage for each letter to Kwang Chow Wan was 30 cents, but accused's firm charged only 20 cents each.

First accused said his service was much quicker than the Post Office.

First and second accused were each fined \$500, or six months' hard labour, while the woman was fined \$200, or four months'.

INDIA'S PART IN THE WAR

AFTER A TRIBUTE TO THE GALLANTRY OF THE INDIAN TROOPS IN LIBYA, ERITREA AND ABYSSINIA, MR. L. S. AMERY, SECRETARY FOR INDIA, DEALING WITH INDIA'S WAR EFFORT, SAID YESTERDAY THAT INDIA WAS NOW ONE OF THE GREATEST INDUSTRIAL COUNTRIES IN THE WORLD, AS WELL AS ONE OF THE GREATEST PRODUCERS OF FOODSTUFFS AND RAW MATERIALS.

She was already making her own rifles, machine-guns, field artillery and ammunition and 90 per cent. of all miscellaneous equipment for her forces.

The Indian Army, Mr. Amery said, was being rapidly expanded to a force of 500,000 men armed, trained, equipped and mechanised on a modern scale, exclusive of troops already serving abroad.—Reuter.

COMMITAL CASE

Charged with demanding \$100 by a forged letter from Cheung Muk-lin at No. 17, Kai Yan Road, on Sunday, Sin Hung 25, describing himself as a musician, was remanded by Mr. D. J. N. Anderson at Kowloon this morning.

Det.-Sgt. C. Downman said the case would probably be for committal.

CANADIAN WHEAT CROP ESTIMATE

Latest estimate of the 1940 wheat crop gives a total for Canada of 551,390,000 bushels which represents an upward revision of 4,211,000 bushels from the second estimate issued in November.

This 1940 wheat crop is 30,767,000 bushels in excess of the 1939 crop of 520,623,000 bushels and supersedes that crop as the second largest in Canadian wheat history.—British Wireless.



A hospital was among the places hit in a raid on the London area recently and a nurse and some patients were killed. Photo shows little patients who were in a damaged ward of the hospital, photographed in another ward, also damaged. (Gerry right, Fox).

CHINA MAIL
WINDSOR HOUSE

PETAIN'S DILEMMA

The continued attacks upon Marshal Petain's government by the German-controlled press of Paris, admittedly with support from Berlin, plainly indicates the necessity, from the victors' viewpoint, of bringing further pressure to bear upon that obstinate soldier-statesman. Evidently he is not taking the German medicine as willingly as its compounders think he should; and he still holds the reins in unoccupied France. The new Constitution he has decreed documents and legalises his dictatorship. He can dismiss, punish and replace Ministers as he pleases. The consultative council with which he has replaced Parliament can be counted upon to do precisely what he tells it to do. Berlin, obviously, is uneasy as to how he will use his power.

The argument advanced in Vichy to make such a situation palatable is that a Petain dictatorship will be of great advantage in negotiating the peace terms which ultimately will end the present armistice, but apparently that does not satisfy the Germans. They probably begin to realise that there are two sides to that view. If Petain should demonstrate that he will act in consonance with a public opinion to be sensed rather than expressed, he will be strong; if he intends to force upon his people a cooperation with Germany antagonistic to their every instinct, the peace thus attained will endure only so long as there are sufficient German bayonets to uphold it. Nevertheless they still hope to use the Marshal, if they can.

The touchstone of his intentions, as the Germans see it, is what he intends to do about Laval. It is still insisted that Laval must return to the Cabinet in some capacity; otherwise further negotiations with Germany will bog down in hopeless deadlock. But Berlin wants more than that. It seems to be insisting upon the Marshal's granting power to this man whom all France, and the outside world to boot, regards as Hitler's willing tool in the defeated state. Petain's hesitation in going that far is the stumbling block. No one knows better than the Marshal himself how much vigilance

For the second time in our generation the American people are greatly concerned about a war which Britain is fighting, and Americans very much need to understand why their country should be so deeply involved in the fate of Britain. The accepted doctrines of international law and the usual formulae of American foreign policy do not help. For while in theory it is laid down that all foreign powers look alike to Americans and that with some do they have a special relationship, in practice they do not take this view.

Twice they have proclaimed neutrality and twice, when Britain was in great peril, they have gone to her support. The question which any sober citizen must ask himself is whether twice we have strayed from the true doctrine under the pressure of propaganda, or whether the doctrine of American indifference to the fate of Britain is not contrary to the real interests and, therefore, to the actual practice of the American nation. Are we misled by propaganda or are we compelled by realities?

If 1917 had been the first time and 1941 were only the second time we were involved in a great British war, a plausible case might perhaps be made out for the idea that the British-American connection is the work of propagandists. But the fact is that while Americans have quite easily remained neutral in most wars—for example, the Crimean, the Franco-Prussian, the Sino-Japanese, the Russo-Japanese, and the Balkan wars—there has never been a great war between Britain and the dominant power of Continental Europe in which Americans did not participate. Moreover, there has never been a serious crisis in American foreign relations—the so-called quasi-war with France, the Louisiana crisis with Napoleon, the War of 1812, the crisis of the Grand Alliance

which led to the Monroe Doctrine, the French invasion of Mexico, the Civil War, the Venezuelan affair, the Spanish War, the first World War, the conflict in the Far East and the Pacific, and now the second World War—in which our

By **WALTER LIPPMANN**

relations with Britain, co-operative or antagonistic, were not the paramount and decisive consideration in American foreign policy.

Surely, then, there must be something wrong with the theory of our neutral indifference to Britain, and something very superficial in the talk that propagandists have suddenly and recently invented the British-American connection. A relation so profound and so persistent and, in every practical test, so controlling must reflect enduring geographic, historic and political realities.

In fact, the relationship is ancient and is deep. Far from its being the work of recent propagandists, the British-American connection is a continual development since the end of the sixteenth century—since the defeat of the Spanish Armada gave the English-speaking men the control of the North Atlantic Ocean. For three centuries and a half, since the generation just before the English-speaking settlers began to come to this continent, the ocean between the British Isles and North America has been held by English-speaking men. This has meant that on both sides of the ocean, regardless of political forms, the same kind of civilisation established itself, and it has meant that, whatever the differences—often very serious—among the English-speaking peoples, their common interest has been so fundamental that they have always stood together against

any other power which threatened to invade the North Atlantic world.

The British-American connection was founded about a hundred years after Columbus discovered America—in fact, during the reign of Queen Elizabeth—after the triumph of British over Spanish sea power in 1588. Before that victory there was already a great Spanish empire in the Americas extending from Florida to Peru. But there were no English-speaking settlements. They were not begun until 1607 in the generation after the naval victory in the English Channel. Because that naval battle was not lost but was won, the ocean highway was opened to the settlement of Virginia and of Massachusetts Bay by men who spoke English and read the English Bible and adhered to the English common law.

This is the origin of the British-American connection—the common control of the North Atlantic which has insured the development of a common civilisation in the British Isles and in North America. Ever since this beginning the English-speaking peoples on both shores of the North Atlantic have in the end always stood together to expel other military powers from this region, to defend it against the entrance of any other military power.

Therefore, in every war between Britain and any European power seeking the domination of Europe and of the ocean highways to the rest of the world, Americans have participated. For, contrary to the general belief in this country, 1917 was not the first American participation in European affairs; the truth is that there has never been a great British war in Europe, and there have been many in which America was not involved.

In the sixteenth century, as we have seen, the British struggle with Spain decided the very possibility of the settlement of the United States by English-speaking men. In the next century, in the British struggle with Holland it was determined that New York should be New York and not New Amsterdam. Beginning in 1689 and ending in 1815 there were fought a great series of wars between Britain and France which determined that Canada and the Mississippi Valley and New England and the West Indies should belong to the English-speaking peoples. In all those wars Americans participated—in what we call in our history books, King William's War, Queen Anne's War, King George's War, the French and Indian Wars, and the quasi-war with France.

Thus, though Americans fought the British to win their independence in 1776, though they fought them in 1812, though the two nations have quarreled dangerously over many matters, yet as against all other European powers that have had designs on this hemisphere or upon the control of the North Atlantic Ocean, they have since the beginning of our history stood together. They stood together against Spain from the days of the Armada, through the negotiations which led to the Monroe Doctrine, to the Spanish-American War of 1898. They stood together against the France of Louis XIV, of Louis XV, of Napoleon I, and, when in 1859 they did not at first stand together, Napoleon III invaded and conquered Mexico. They stood together against the European alliance of Prussia, Russia, Austria and France, against the Central European alliance under the Kaiser William II and now they are again standing together—against the Nazi empire of Adolf Hitler.

Is it conceivable that this history of more than three centuries is the work of clever propagandists and warmongers? Is it not evident that the British-American connection could not be so persistent if it were not always renewed by the compulsion of geography and by the ties of an indissoluble and irreversible history? Can any small and superficial explanation account for the fact that the English-speaking peoples in the North Atlantic, whatever their differences among themselves, have always stood together when there was any serious threat from any other quarter?

What we see to-day is what the British and the Americans have always in the end been compelled to see—that both must survive and be strong or neither can be truly secure and independent. When the British and the Americans have seen this truth clearly, both have profited immensely; when they have lost sight of it temporarily, they have suffered seriously. They saw the truth clearly in the first phase of Napoleon and we obtained Louisiana. They saw it clearly in the Canine-Rush negotiations and Latin America was guaranteed its independence. The British did not see it clearly in 1859, and Louis Napoleon was permitted to invade Mexico; they did not at first see it clearly during our Civil War and the British ruling class very nearly connived at the destruction of the Union. They saw it clearly in 1898 and stood between us and the intervention of Germany on the side of Spain. In 1917, but only when the situation was grave, we saw that the survival of Britain was an American interest. In 1941 once more, but again slowly, dimly and tardily, we see that the survival of Britain is an American interest.

The testimony of experience is more revealing than abstract theorising, private wishing, and ancestral prejudice: that testimony is conclusive that the North Atlantic Ocean joins the British Isles and North America in one inseparable system of security. Thus the British are the first line of our defence and we are the first line of the British defence against all who invade the ocean which connects the homelands of the English-speaking peoples.

'Planes For England

Bombers, bombers, bombers!

All the talk about American aircraft production for England seems to centre around bombing planes rather than pursuit ships. The layman is inclined to inquire why. It would seem that the smaller, faster fighters are what is needed to keep bombers off Britain, and these could be turned out more rapidly.

But from talks with technicians and military men several reasons for the procedure appear. In the first place, the British with their decentralised plants are almost cockily confident of their ability to turn out, even under fire, the Hurricanes, Spitfires or other pursuit types. Moreover, they are close enough to be able to adopt most quickly any changes of design and armament which combat experience shows to be needed.

Comparatively speaking, the design for bombers is more settled, more like the construction of the large passenger transport planes in which American builders have done exceedingly well, and apt to be able to make use of the mass production facilities of the American motorcar industry.

Finally, the large bomber types and even some of the medium bombers have enough fuel capacity and flying range to be capable of being flown across the Atlantic to the fighting zone, whereas the pursuit planes, being built for relatively short flights, must be taken over in cargo vessels.

will be required to insure that the aid he perforce denies to Britain shall not covertly be extended to her bitter foe.

Hence, one will hear more soon about the four-engine flying boats of the PBV series which are already being delivered in some numbers by the Consolidated Aircraft Company of San Diego, Calif., either by way of Bermuda or over the North Atlantic. As the fogs lift in the spring, the ten-hour northern route from Newfoundland will become more and more usable. By May it is expected that the Boeing Company of Seattle will be in production with its "flying fortresses."

Thus far the American 'plane most heard from in English use is the Lockheed-Hudson, not primarily a combat 'plane but a reconnaissance or patrol 'plane of great manoeuvrability and usefulness. A new model of this 'plane is on the way.

In the field of medium or dive bombers, called "attack" planes by the American Army, the British are receiving supplies of the Douglas DB-7 and Martin 167, both ordered originally by the French. The factories reportedly are turning out about three a day of each of these models, in addition of which the Douglas Company will eventually have the production of its new plant and Martin will have an added plant at Omaha, Neb. The new Martin B-26 bomber is to draw extensively on the automobile industry for parts.

At Buffalo, N.Y., the Curtiss division of Curtiss-Wright is producing eight fighter planes a day for Britain, according to recent announcement. These are of the single-engine P-40 type. Production on the Lockheed P-38, and

the Bell Airacuda pursuit types apparently depends in large part on engine production, particularly production of the relatively new liquid-cooled Allison engine on which the General Motors plant of Indianapolis has reached an output of around 300 a month.

The much larger and longer established production of high-horsepower aviation engines in the United States is in the air-cooled types, with Wright Aeronautical and Pratt & Whitney as the principal manufacturers. Each has a current output in the neighbourhood of 1,000 motors a month, with additional facilities under construction.

Within four or five months the Packard Motor Car Company expects to be in production with its edition of the Rolls-Royce Merlin engine. Shortly afterward Henry Ford will be turning out some of the 4,000 Pratt & Whitney-type engines which he has contracted to build for the War Department, and within the year Buick also will be producing Pratt & Whitney engines and Studebaker will be building Wright engines.

Actually the total reported production of 799 military aeroplanes in December exceeded a schedule which forecasts deliveries of 1,500 planes a month at the middle of 1941 and of 30,000 planes for the full year of 1942. On a conservative basis of one-half of American production to Britain, T. P. Wright, Defence Commission consultant, calculated that parity in total air forces between Britain and the Axis would be reached early in 1942. Since it is proving possible to allot more than half to Britain, the turning point may come sooner.

MATSUOKA EXPLAINS AGAIN

No Offer Of Mediation In European War

DEAD SAVING HER CHILD

A MOTHER WAS KILLED PROTECTING HER BABY WHEN A HIGH EXPLOSIVE BOMB FELL IN A LONDON STREET.

Demolition workers who were clearing away the debris told how they found the mother's body covering the baby in the Anderson

BANK MEETING

Shareholders of the Hong Kong and Shanghai Banking Corporation are reminded that the Bank's Meeting takes place to-morrow, Wednesday, at noon.

shelter in which she had taken refuge. The infant was unhurt. Several houses were destroyed and many others damaged, and although there were a few other casualties, the mother was the only person killed.



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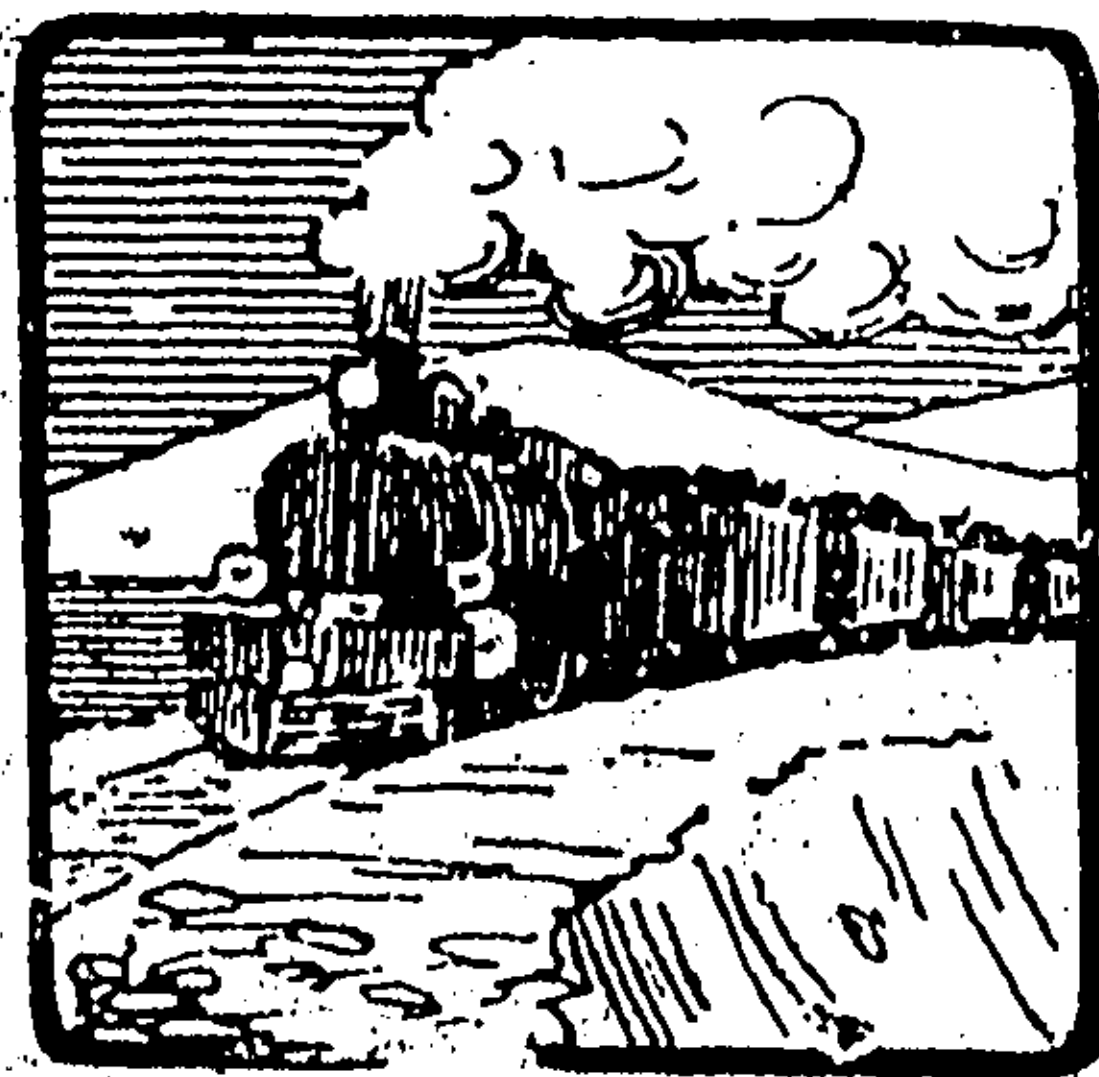
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Misconception Due To Phraseology

MR. MATSUOKA, THE JAPANESE FOREIGN MINISTER, MADE A STATEMENT IN THE HOUSE OF REPRESENTATIVES COMMITTEE IN TOKYO YESTERDAY ON THE POSITION RELATING TO THE OFFER OF MEDIATION IN THE EUROPEAN WAR ATTRIBUTED TO HIM.

He was replying to questions on his recent memorandum to Mr. Anthony Eden and to the charge that the memorandum was represented by the British as containing Japan's offer to mediate between the warring great powers.

Mr. Matsuoka stated, according to the Domei agency, that what he sent was not a personal message but a memorandum relating views expressed by Mr. Eden, probably on February 7, in an interview with Mr. Shigemitsu, the Japanese Ambassador in London, regarding the South Seas question as well as the Tokyo conference of mediation on the Thai-Indo-China dispute.

Mr. Matsuoka added that he took the occasion to convey to Mr. Eden a long-cherished ideal of world peace in general.

Mr. Eden, in his interview with Mr. Shigemitsu, had referred to the Thai-Indo-China mediation proceedings in Tokyo, and therefore, said Mr. Matsuoka, he replied to Mr. Eden and no other mediation question was mentioned in this reply.

Caused By Phraseology

Mr. Matsuoka added he surmised that the British misunderstanding was possibly caused by the phraseology he used regarding the Thai-Indo-China negotiations, to the effect that Japan would be glad to take measures for the restoration of normal conditions, not only in Greater East Asia but anywhere in the world.

To prevent possible misunderstanding, however, Mr. Matsuoka said he handed a copy of the memorandum to the British Ambassador in Tokyo, reminding him that the memorandum had nothing to do with Germany.—Reuter.

No Definite Relief

British circles do not consider the Japanese denial as indicating any definite relief in the Far Eastern crisis so long as Japanese warships are patrolling the Gulf of Siam and Japanese troops based in French Indo-China control various strategic points.

Nor does the Japanese demand for new concessions as price for her mediation in the Thai-Indo-China dispute indicate a relinquishment of intentions of southward expansion.

Rather it is maintained that Tokyo is waiting for Hitler to give the word.

General de Gaulle's sharp warning that concessions forcibly extorted from France will not be considered permanent, coinciding with Vichy's rejection of the Japanese demands, is received with satisfaction in French circles in London.—Central News.

London Conjecture

Speculation in London regarding the Far Eastern crisis, centre around Hitler's motives of egging Japan on to southward adventure.

Continued tension in the Far East was apparently calculated by the Axis to divert U.S. attention but this was immediately dispelled by President Roosevelt's assertion that aid to Britain would not

be affected even if the United States were involved in war in the Pacific.

British circles believe that Japan will not probably move immediately. For the time being, she will withhold her hand lest she should repeat the Italian dilemma in Greece and Libya.

London notes with gratification that President Roosevelt's hands have been considerably strengthened by the result of the Gallup survey of nation-wide public opinion, which indicates 56 per cent. for American intervention to prevent Japan from seizing Singapore and the Netherlands East Indies and only 24 per cent. against.—Central News.

U.S. ARMY VOTE

President Roosevelt is asking for over \$3,000,000,000 for the Army's emergency defence needs.

Actual sum requested is \$3,812,000,000. It is an additional appropriation for the balance of the current fiscal year and includes \$282 million to expedite the production of equipment and supplies, and \$888 million for the Air Corps.—Reuter.

FUNG KWOK-WAH SUCCEUMBS

FROM LYSOL POISONING and severe throat wounds, allegedly self-inflicted, Mr. Fung Kwok-wah, 32-year-old compradore of the Green Island Cement Company, died at 9.10 a.m. to-day in the Kowloon Hospital, about five and a half hours before the time arranged for the burial of his wife.

Well-known in sporting circles, being a popular amateur jockey and an all-round sportsman, Mr. Fung Kwok-wah was alleged to have killed his wife by attacking her with a chopper on Sunday night in their bungalow near Customs Pass.

After the attack, he appears to have taken a dose of Lysol after cutting his throat.

Strained Relations

Investigations into the tragic affair have revealed that Mr. Fung and his wife had not been on good terms recently and had in fact sought legal advice on Friday to make arrangements for a separation.

Police theory is that the attack on Mrs. Fung was made in a fit of anger during a discussion between the couple, and that Fung Kwok-wah took his own life when he realised what he had done.

BOMBS IN NORTH OF SCOTLAND

German air activity over Britain during daylight yesterday was very slight; only bombs reported being at places in the north of Scotland.

Announcing this, the Air Ministry states the bombs caused neither damage nor casualties.—Reuter.

EVERYONE IN AND ALL OUT

Emphasising in an interview yesterday that every individual must help in the war effort, Mr. Fraser, New Zealand Prime Minister, referred to the limitation of supplies order and said:

"The British people, by doing without these things, will not do much good unless we in New Zealand also curtail our demands on British manufactures concerned.

"We are all fighting for our lives, freedom and standards of living and therefore we must all make a common sacrifice. If the people of New Zealand realise that temporary discomfort is a direct contribution to quicker victory, the means will justify the end.

"The British Government's policy asks consumers to do without some of the things which have come to be regarded as near necessities.

In New Zealand our standards are even higher. If we are determined to play a full part in winning the war we can afford to make relatively greater sacrifices."—British Wireless.

PRIORITY ORDER IN AMERICA

THE UNITED STATES GOVERNMENT YESTERDAY PLACED ALUMINIUM AND MACHINE-TOOL PRODUCERS ON A MANDATORY PRIORITY BASIS UNDER THE DEFENCE PROGRAMME.

Under this order, which expires on May 31, defence orders must be given priority, and in consequence supplies of such articles as household pots and pans may be delayed for a few months.

This is the first time such action has been taken under the powers which were recently provided.—Reuter.

GERMANY'S AIR CONCENTRATIONS IN THE BALKANS

DISPOSITION OF THE GERMAN AIR FORCE IN RELATION TO THE OPERATIONS APPARENTLY CONTEMPLATED IS NATURALLY OF GREAT INTEREST IN LONDON AT THE PRESENT TIME. TWO QUESTIONS IN PARTICULAR ARE BEING DISCUSSED IN LONDON.

In the first place, does Germany's operational air strength give her sufficient concentration in the Balkans adequately to support any military operations she may have in mind there?

Secondly, if such a concentration is possible, what bearing has this on the undoubted recent diminution of the Luftwaffe's activity over Britain?

In regard to the first question, it seems clear that the Germans have moved some hundreds of aircraft to the Mediterranean area, including a number of JU87's and overseas (long range) reconnaissance planes. Some long range fighters have also been shifted though probably not a large number.

Balanced Force

Whatever shift in squadrons has been made it is unquestionable, however, that the Germans have gone down into Rumania with a balanced air force—that is, an air force sufficient for full strategic and tactical cooperation with land forces possibly to be deployed.

The second question is of course of prime interest to Britain.

The lessened air onslaught, however, cannot be attributed to a diversion of attacking strength. In fact, the incidence of bad weather is held to be solely responsible for the fewer German raids as it is also responsible for lessened British offensive air activity.

This weather factor must be taken as applying to Britain in a general sense and has not necessarily a bearing on the undoubted heavy and successive raids recently on Swansea and other areas.

Area Of Bases

So extended is the area of bases from which German bombers can operate that the weather is bound to be more favourable in some areas than others.

In any case, no doubts are entertained that large scale attacks on London and other targets will shortly be resumed.

As regards possible daylight attacks, it is agreed that Britain has now a much stronger fighter force than when she beat the German onslaught last autumn and the force is steadily expanding.

"WE ARE IN VERY GOOD SHAPE TO GIVE THE GERMANS THE BATTLE." SUMS UP THE SITUATION TO WHICH BRITAIN'S AIRMEN — AND CIVILIAN POPULATION — CAN LOOK FORWARD WITH CONFIDENCE. — BRITISH WIRELESS.

CAUGHT SELLING THE GOODS

Accused of having broken into a store at No. 372, Reclamation Street and to have stolen five cases of mineral powder, yesterday, Wong Yuk-sang, 20, Wong Fook, 24, and Chan Shing, 38, were each sentenced to two months' hard labour by Mr. D. J. N. Anderson at Kowloon this morning.

They were arrested when they attempted to sell the powder to a shop in Shamshulpo district.

THE EARLE INCIDENT

(SPECIAL TO "CHINA MAIL")

State Department officials in Washington show no concern over the altercation involving the United States Minister to Bulgaria, Mr. Earle, when a German threw a bottle at the Minister and the latter retaliated. — International News Service.

EXCITING DESERT EPISODE

By dive-bombing and machine-gunning from a low level pilots of the Army Cooperation Squadron of the South African Air Force gave great support to British armoured cars in an attack on a village and fort in southern Abyssinia, says the Air Ministry news service.

Immediately an armoured car had broken through the enemy defences and had started to use machine-guns it was engaged by nests of Italian machine-guns.

An Army Cooperation aircraft at once joined in the fray. It was holed twice and the pilot found that the engine was losing power so rapidly that he could not climb with safety.

Determined to give all possible assistance to the armoured car, however, he turned low over the fort so that the air gunner might bring his gun fully to bear on the Italians who were trying to escape.

The aircraft's engine was falling. Manoeuvrability was very limited.

The pilot dropped his bombs and continued to turn over the target until the air gunner had used all his ammunition.

By this time more armoured cars had come on the scene and joined in the engagement.

The engine of the aircraft now began to miss and the pilot made a forced landing in the bush. Armoured cars then went to his assistance—a perfect example of close cooperation between land and air forces.—British Wireless.

NO OFFER MADE TO JAPAN

No proposals have been made by Britain regarding any Japanese move to the south, it was learned in London yesterday.

There have been various contacts between the Japanese Ambassador, Mr. Mamoru Shigemitsu, and the Foreign Secretary, Mr. Anthony Eden, and in Tokyo between the British Ambassador, Sir Robert Craigie, and Japanese statesmen.

At these exchanges, the British view of dangers in the Japanese southward expansion has always been made clear but these statements of view are in no sense proposals.—Reuter.

HEIGHT NO ESCAPE FOR THE BOMBER

In night attacks carried out by the German Air Force recently, the enemy machines have been flying at increasingly high altitudes in an attempt to evade detection by our searchlights and to avoid the fire of A.A. guns writes the Air Correspondent of the "Manchester Guardian."

These tactics serve to confirm the conclusion that the tremendous anti-aircraft barrage which has been adopted is successful in forcing the raiders to fly at such heights that accurate bombing is impossible. It has been fully established also that a very considerable proportion of the Nazi bombers are turned away before they reach their intended target by the intensity of the shell fire.

It has been asked, however, whether these high altitude bombing raids and the efforts that the enemy as well as ourselves are making to increase the operational height of bombing aeroplanes will result in anti-aircraft guns eventually becoming ineffective. Such a situation will not arise. While stratosphere flying is certainly being developed, there is no likelihood of the bomber ever out-reaching the gun.

Altitude Record

It is true that as long ago as 1932 a Bristol biplane established a record altitude flight of 43,976 feet and that since then the world record has been raised to 56,000 feet. But these flights were made with special aircraft which were lightly loaded, and they had a comparatively short duration. Before a bomber could be built to fly at any height approaching these figures many problems would have to be solved.

On the other hand, the difficulties of evolving an anti-aircraft gun capable of firing projectiles to extreme altitudes are not insuperable. In the last war the Germans bombarded Paris with their notorious "Big Bertha" from Laon over a distance of 82 miles. This weapon was constructed from a 15in. gun combined with 6.2 gun, and it fired a shell weighing 250lb., which rose at its highest point 25 miles.

WEATHER REPORT

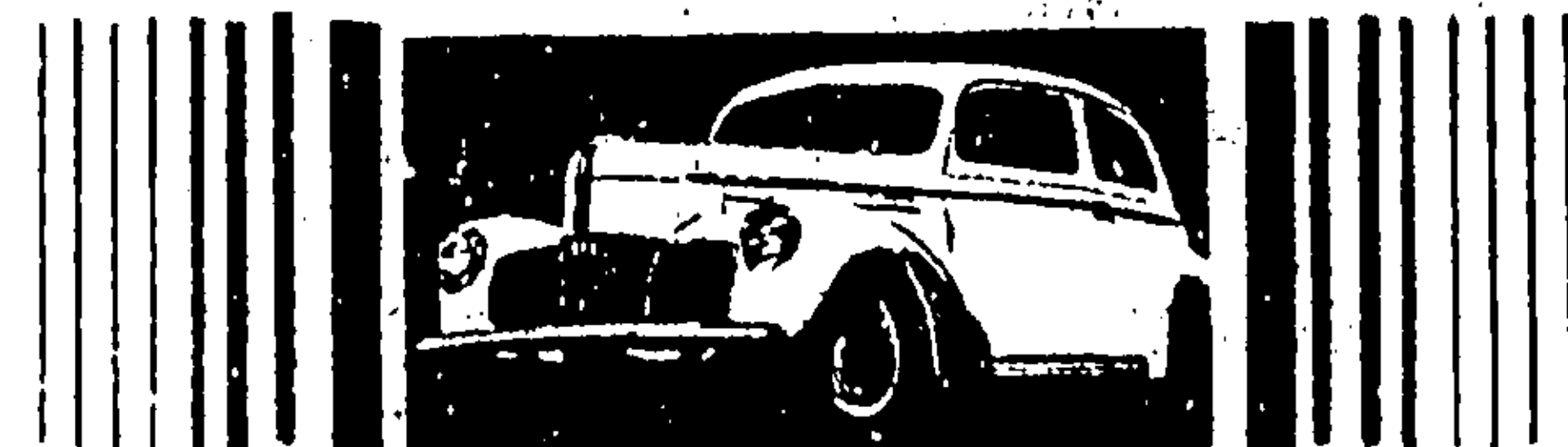
The Royal Observatory reports that the anticyclone remains stationary over China and Japan, pressure being highest over Manchuria.

The Loochoos depression has moved eastward to the south of the Bonins.

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NEW ADVERTISEMENTS

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The Undersigned have received instructions to sell by Public Auction on

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No one is authorised to visit offices and collect money on behalf of this publication.

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NEW ADVERTISEMENTS

KOWLOON RESIDENTS' ASSOCIATION

NOTICE

The Twenty-first Annual General Meeting of the Kowloon Residents' Association will be held in St. Andrew's Church Hall, Nathan Road, Kowloon, on Friday, 28th February, 1941, at 6 p.m.

BUSINESS:

Adoption of Report and Accounts for the year ended 31st December, 1940.

Election of Officers and Committee

Any Other Business

It is earnestly requested that members and all others interested in the welfare of Kowloon will endeavour to be present. An opportunity will be given for bringing forward matters for the consideration of the new Committee.

F. C. MOW FUNG,
Hon. Secretary.

THE "STAR" FERRY COMPANY, LIMITED

Notice to Shareholders

NOTICE IS HEREBY GIVEN THAT THE FORTY-THIRD ORDINARY YEARLY MEETING OF THIS COMPANY will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on FRIDAY, the 28th February, 1941, at 11.00 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1940.

The Register of Shares of the Company will be CLOSED from Wednesday, the 19th February, 1941, to Friday, the 28th February, 1941, both days inclusive.

By Order of the Board of Directors.

C. M. MANNERS,
Secretary & Manager.

Hong Kong, 12th Feb., 1941.

THE HONGKONG ELECTRIC CO., LTD.

Notice is hereby given that the Fifty-second Ordinary Yearly Meeting will be held at the Company's Registered Office, 4th Floor, P. & O. Building on THURSDAY, 20th March, 1941 at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1940 and electing Directors and Auditors.

The Register of Members of the Company will be closed from 8th March to 20th March, 1941 both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 21st February, 1941.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE

It is hereby notified that the following increases in the Company's standard charges will be made for current consumed in respect of accounts issued for meters read on and after 21st March 1941:—

1. For Lighting from 15 cents to 16 cents per unit.
2. For Power and Heating from 5 cents to 5½ cents per unit.
3. The discount of 10% on Power accounts in excess of 1,000 units per month will be discontinued.

By order of the Board of Directors,

GIBB, LIVINGSTON & CO., LTD.,
Agents.

TUITION GIVEN

EXPERT instructresses for ladies and young girls in music, shorthand, typing, bookkeeping and English and French. Apply 24 Austin Road, Kowloon.

THE HONG KONG JOCKEY CLUB

ANNUAL RACE MEETING, 1941

Postponed to:—

THIRD DAY—
Monday, 24th February.

FOURTH DAY—
Tuesday, 25th February.

FIFTH DAY—
Saturday, 1st March.

On Monday, 24th and Tuesday, 25th February, the first bell will be rung at 11.00 a.m., and the first race will be run at 1.30 a.m. On Saturday, 1st March, the first bell will be rung at 1.30 p.m. and the first race will be run at 2.00 p.m.

The fifth interval will be after the fifth race on the third and fourth days.

MEMBERS' BADGES AND ENCLOSURES

Members are reminded that they and their ladies MUST wear their badges prominently displayed throughout the Meeting.

NO ONE WITHOUT A BADGE WILL BE ADMITTED TO THE MEMBERS' ENCLOSURE.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10.00 per day including tax—or \$40.00 including tax for the Meeting (ladies \$5.00 and \$20.00 respectively) are obtainable through the Secretary upon the written or personal introduction of a member, such member to be responsible for all chits, etc.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Course.

The Secretary's Office, 1st floor, EXCHANGE BUILDING, (Tel. 27794) WILL CLOSE AT 9.45 a.m. ON THE FIRST FOUR DAYS, and at 11.45 a.m. ON THE FIFTH DAY.

A limited number of tiflins will be obtainable each day at the Club House, provided they are ordered in advance from the No. 1 Boy, (Tel. 21920).

NO CHILDREN WILL BE ADMITTED TO THE CLUB'S PREMISES DURING THE MEETING.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$2.00 per day including tax for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1.00 per day including tax.

Bookmakers, Tic Tac men, etc., will not be permitted to operate within the precincts of The Hong Kong Jockey Club during the Race Meeting.

Tiflins will be obtainable in the Restaurant in the Public Enclosure.

SERVANTS' PASSES

Passes for Servants will be issued to Private Box holders ONLY on application to the Secretary, 1st floor, Exchange Building.

Any persons found loitering with Servants' passes in their possession will forfeit the same and will be removed from the Enclosure.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 9th, February, 1941.

POSITIONS VACANT

RELIABLE STENOGRAPHER and clerk with good knowledge of English and Chinese required by established export-import firm. State age, qualification and salary desired to P.O. Box No. 931, Hong Kong.

EFFICIENT and energetic Chinese typist wanted by American firm. Knowledge of general office work. State experience, if any, and salary expected to Box No. 791, c/o "The Sunday Herald."

FOR SALE

HONG KONG DOLLAR DIRECTORY 1941 EDITION.—On sale at all Bookstalls and at the Offices of the Publishers, Windsor House, Des Voeux Road, Central. Telephones: 20022 & 20011.

BRIDGE NOTES

Preserving Communications

By The Four Aces

Most players would find East's defensive brilliancy in to-day's hand unusual, yet the opportunity for it arises rather often!

North, Dealer

North-South vulnerable

♠ A 8 7
♥ A K 8 4
♦ Q J 10 9 4
♣ 8
 ♠ 4 2
♥ Q 10 9 6
♦ 2
♣ K 6
 ♠ Q 10 9 5
♥ J 6
♦ 8 7 2
♣ A K J 6 2
 N
W
E
S
 ♠ K J 6 6
♥ 3
♦ A 5 3
♣ 7 4 3
 ♠ Q 10 9
♥ J 6
♦ 8 7 2
♣ A K J 6 2

The bidding:

North	East	South	West
1♦	2♠	2♣	Pass
2♥	Pass	2NT	Pass
3NT	Pass	Pass	Pass

West opened the four of spades, dummy played low, and East

well, East made that unusual play we mentioned a minute ago. It was perfectly clear to him that South's no-trump bid was based on the missing high spades—Q-10-9. So if he took his King of spades and returned the suit, West would never, thereafter be able to lead a spade; and East's single re-entry (the diamond Ace) would not suffice to bring in the long spades.

Since the spades were the main hope of defeating the contract, East made it possible to bring them in by refusing to win the first trick with the spade King. Instead he encouraged a continuation by playing the six of spades. South won with the nine of spades and returned a diamond.

And now East's fine play bore fruit. For West took his King of diamonds and was still able to lead a spade. Now South was helpless, for this knocked out his last spade stopper and East was bound to get the lead with the diamond Ace in time to set the contract with the rest of the spade suit.

* * *

Yesterday you were Oswald Jacoby's partner and, with both sides vulnerable, you held:

WHEN CHILDREN OUTGROW THEIR STRENGTH

With rapidly growing children, nourishment must keep pace with growth. When it doesn't the child gets thin, pale, weedy, with no energy or inclination for food.

For extra nourishment, doctors and nurses say there is nothing better than Horlicks. It builds up flesh, bone and muscle by providing all the essential food elements in an easily digestible form. It replaces all the energy children expend on work and play. Through its delicious flavour Horlicks stimulates the appetite so that children get more good out of all their food.

Many boys and girls at the difficult age owe their success in schoolwork and at games to the extra strength and vitality supplied by Horlicks. Get Horlicks to-day at your usual store.

(1)

♠ A Q 6 3
♥ 8
♦ A J 7 5 4
♣ K 10 2

The bidding:

Schenken	You	Maier	Jacoby
1♥	Dbl.	1♠	Dbl.
Pass	Pass	2♥	Pass
Pass	(?)		

ANSWER: Bid two spades. Your opponent's psychic spade bid has been "smoked out," and your partner's spade double assures you that he has length and strength in spades. Game seems a little unlikely, but it isn't impossible and even a part score is not to be despised.

Score 100% for two spades, 20% for pass, 0 for any other bid.

Question No. 648

To-day you are Mervin Maier's partner and, with both sides vulnerable, you hold the same hand once again. But the bidding is:

Schenken	You	Jacoby	Maier
1♥	Dbl.	2♦	Pass
Pass	(?)		

What do you bid? (Answer

To-morrow.)
(Released By The Bell Syndicate, Inc.)

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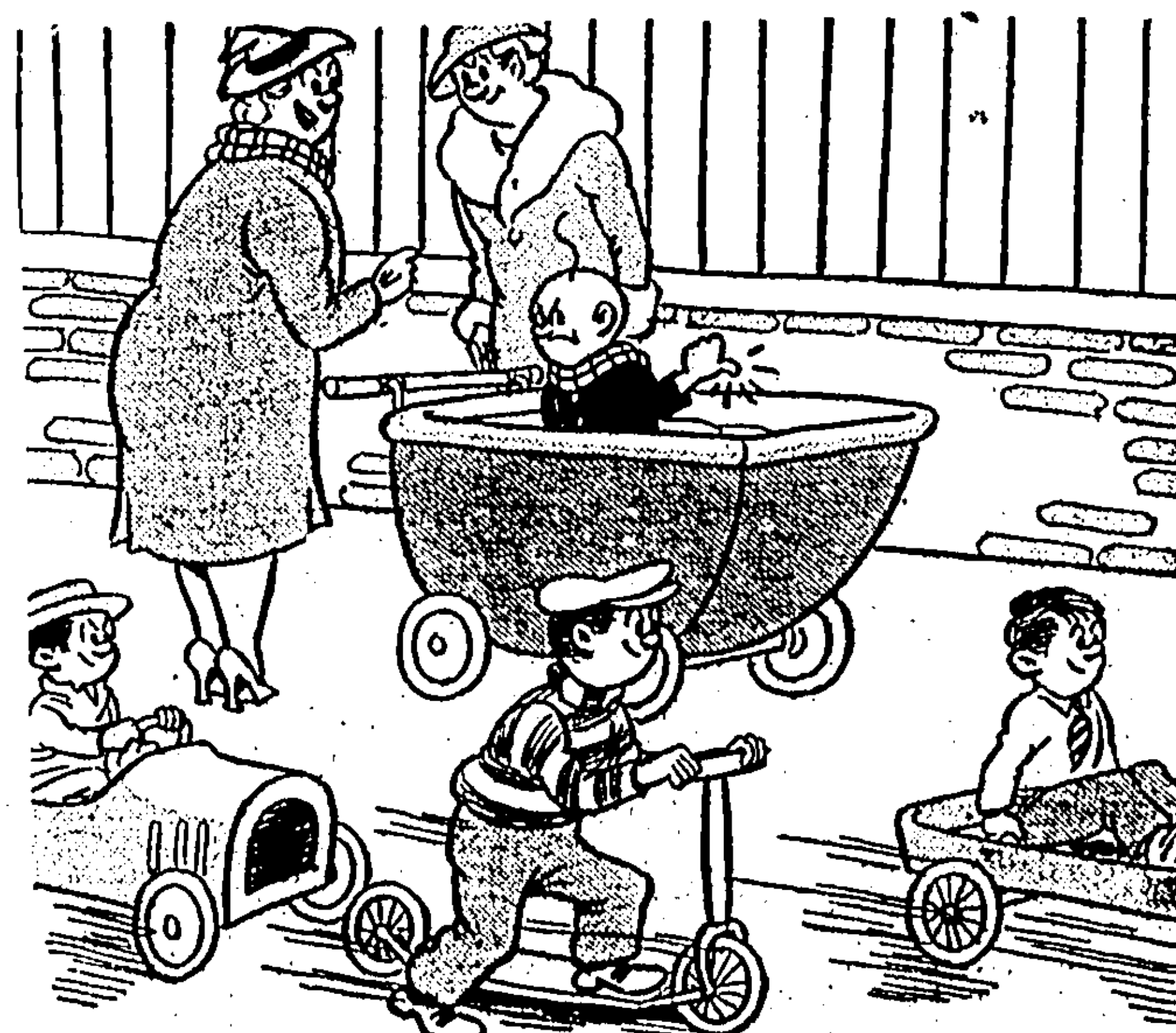
THE PAPER THAT GETS

INTO THE HOME

"Earliest with the Latest"

OFF THE RECORD

By ED REED



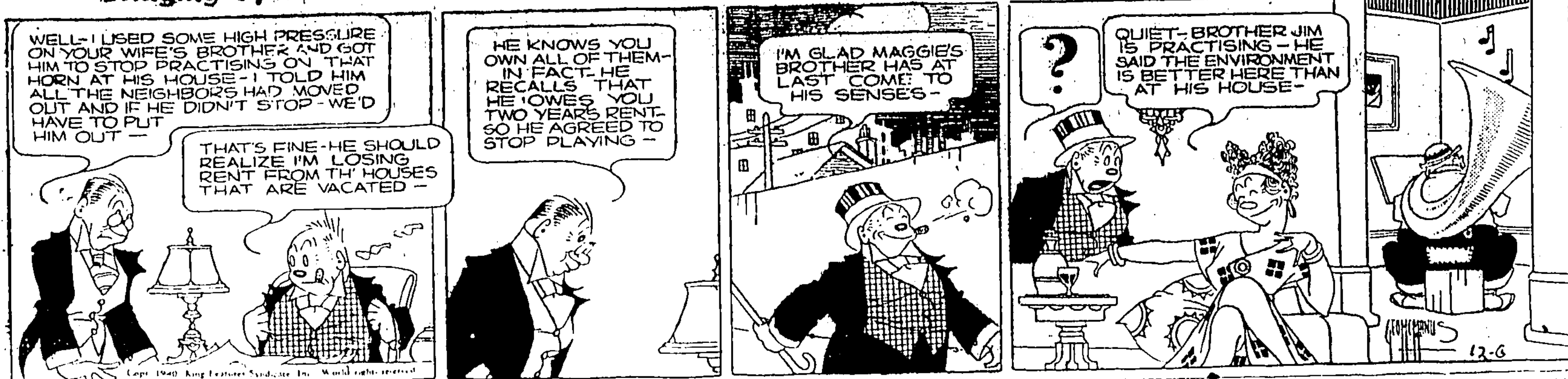
"I've got to go now—I see Baby wants to move on."

Here's Luck

EWO BEER

Tel. 30311

Bringing Up Father



A PAGE FOR WOMEN

Flatter Your Figure

Bosoms and thighs are the figure problems when it comes to buying a bathing suit. Some women are too heavy and others are far too thin. Many women have reached the conclusion that it is worth getting suits custom made for after all, they reveal figure flaws more than evening gowns! One also wishes ease while swimming and while lolling about. Nothing can be more distressing than a bathing suit which rides up or which persists in revealing part of one's bosom.

I asked Madame Adrienne, bathing suit stylist for a leading New York department store, to give me a few pointers to pass on to you. She came right to bat by saying, "A bathing suit is only as flattering as its fit! Even the most beautiful figure loses beauty if the suit it wears has unsuitable lines." One of her pet peeves, she says, is a suit cut so short that leg flesh bulges, or part of the buttocks are revealed. That's one of my pet peeves too, and it should be one of yours!

To Flatter Bosoms

Madame Adrienne pays much attention to the brassiere section. She feels a bathing suit should provide a good firm uplift, whether the bust is very tiny or very full. With cunning dressmaker details she flatters all types.

For the full bust, or pendulum bust, she provides a deep snugly fitting uplift pocket and then softens the line by putting a soft roll cuff across the top of the bodice. Or she places a large bow of the material at the base of each shoulder strap and allows it to fall gracefully over the breast which minimises the fullness.

Another little trick which slenderises the very heavy bosom of the older woman is by use of a half-bolero sewed into the side

A slightly flared skirt which is detachable is flattering to thickening thighs (a), and the soft roll cuff minimises the full bosom held high through cunning uplift pocket. For the slim-waisted, full-bosomed figure, Madame Adrienne suggests soft strap bows and snug diaphragm fitting as illustrated in (b). The older woman takes great joy in the half-bolero suit which also has a detachable skirt of flattering length.

seams. This does much to ease the self-consciousness of older women when they don a swim suit! Madame Adrienne does not be-

lieve that halter necks provide sufficient support for heavy, relaxed pectoral muscles. To achieve the look of firm youth the bra section of a suit should be tied or fastened in back as high as a regular brassiere. But to satisfy sun worshippers she cuts the suits low at the waist in back, so by lying face down on the beach, a woman may simply unfasten the bra section and get sun on her entire back clear to the end of her spine.

The Thigh And Waist

Obviously the girl or woman with a thick thigh cannot wear as short a suit as the girl with slim thighs. Snugly fitting trunks of proper length (considering one's weight and height) are excellent to swim in, but this designer feels all figures are flattered when out of the water by wearing a slightly flaring skirt which may be buttoned over the trunks.

The middle section of a suit should fit superbly so there will be no wrinkling of excess material, or material wrongly draped. Full-bosomed, small-waisted figures have this detail to consider.

About Colours

A dark suit, like a dark dress, is more slimming than a light colour. It may be lightened by details on the bodice in a contrasting shade. White is always charming, especially on a brunette; if your figure is not too large, ice blue and rich, forest green should be a redhead's or blond's choice. Yellow and tan tend to give a muddy look to one's skin unless you bronze very deeply. Madame Adrienne's favourite of all shades is a rich cocoa, particularly flattering to blondes who have soft brown eyes!

made it a habit to use them your hands would be ready most of the time to be taken out to a party!

You will find that a manicure once a week, a professional one if you can afford it, does much in keeping your nails strong, beautifully shaped and your cuticle smooth. I've known women who complained bitterly of their nails splitting or breaking off who discovered that the weekly manicure, with between moments of care, restored the strength to nails.

And no one can deny that the varnish polishes have added much to hand beauty. You may be conservative and prefer the neutral or softer rose shades, or you may be quite modern and like the more vivid polishes, but whichever type you are you know that nails, even-ly lacquered take on a beauty they cannot otherwise attain.

New opalescent enamels have made their debuts—in the stronger pinks, and one soft rose. They are decidedly dress-up polishes for they dry with a sheen like mother of pearl over the colour.

Keep always a couple of orange sticks handy of two sizes. Use these for pushing back the cuticle and cleaning, then you will not injure your nails. Don't wear them too long if you must use your hands much—in fact, truly long nails are for the younger girls.

Beautify The Hands

Too frequently one sees a woman, in the age group of forty-plus, exquisitely dressed and coiffured, but with hands that show indifferent care.

Some may scorn cosmetics, but if you stopped to think what you would do if you could never again have a lovely bar of soap, a lip-stick, or a skin cream, you would feel pretty distressed, wouldn't you? Sometimes I think just the possession of lovely cosmetics is incentive enough for us to preen ourselves. We suddenly want to use those aids to beauty and in so doing our morale lifts and we find ourselves thinking more clearly and acting more charming.

So it is with lovely hands. If we spend sufficient time to keep our nails nicely shaped and manicured and our hand skin soft and unstained, we find that our hands act pretty. Truly they do. They pick up things more easily, they seem to be more accomplished, they become dramatic and add to our allure.

Older women should never think they can "get by" with a hurried nail cleaning and a dab of cream or lotion. Older skin requires lubricating and bleaching. Older hands require good brushings for stimulation. On your cosmetic counters are these aids, and if you

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HELEN of Troy inspired strong men to "do or die" with but a glimpse of her fervent beauty . . . and rhapsodic poets tell us she wove a spell when she opened her seductive lips. . . Michel's incomparable magic will enhance the beauty of your lips, capture for them youth everlasting. Among Michel's tempting shades there's one just for your lips: Blonde, Cherry, Brunette, Vivid, Scarlett, Raspberry and Cyclamen.

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GAPB1

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MAILS

The Money Order Office Public Counter will be open from 10.00 a.m. to noon to-day.

The General Post Office will be closed at 6.00 p.m. on Wednesday 26th, Thursday 27th and Friday 28th, February 1941.

Mail Service to Madagascar and Reunion is temporarily suspended.

The public are reminded that it is a breach of postal regulations to enclose in a postal cover communications intended for persons other than the addressee.

The Printed Matter Service to the following places in China is temporarily suspended:—Yunnan, Szechuen, Kwel-chow, Hunan, Fukien (except Amoy & Kulangsu), Kwangsi (except Wuchow & Yungshien), North & East of Kwangtung.

Small Packet Post to all countries is suspended.

INWARD MAILS

TUESDAY
U.S.A., Honolulu, Japan and Shanghai. (San Francisco date, 7th February).

THURSDAY
Straits and Air Mail by "British Overseas Airways Service" by Sea from Singapore.

FRIDAY
Canton
United Kingdom and Straits.

FOR DATE & TIME

OUTWARD MAILS

TUESDAY
Air Mail by Sea to Singapore to connect with the "British Overseas Airways".
K.P.O. & G.P.O.

Reg. 11.00 a.m.
Ord. 11.30 a.m.
Straits 12.30 p.m.
Canton 7.00 p.m.

WEDNESDAY
Straits and Rangoon 8.30 a.m.
Haiphong 10.30 a.m.
Manila, Australia and New Zealand via Thursday Island.
G.P.O. & K.P.O.

Reg. 1.45 p.m.
Ord. 2.30 p.m.

FRIDAY
Sandakan 8.30 a.m.
Air Mail by Air to Rangoon to connect with the "British Overseas Airways".
K.P.O.

Reg. 4.00 p.m.
Ord. 4.30 p.m.
G.P.O. 4.00 p.m.
Ord. 4.30 p.m.

SATURDAY
Straits and Parcels only for United Kingdom.

G.P.O. & K.P.O.
Par. (28/2) 5.00 p.m.
Reg. (28/2) 5.00 p.m.
Ord. (1/3) 8.30 a.m.

Air Mail by sea to Singapore to connect with the "British Overseas Airways".
K.P.O.

Reg. 2.00 p.m.
Ord. 2.30 p.m.

G.P.O.
Reg. 2.00 p.m.
Ord. 2.30 p.m.

Straits, Ceylon, India and East Africa
Manila, Batavia, Mauritius, Lourenco Marques, East & South Africa via Durban ... 3.30 p.m.
Air Mail for Manila, Guam, Honolulu, U.S.A. and Europe via "Pan-American Airways and Trans-Atlantic Services".

Reg. 5.00 p.m.
Ord. 5.30 p.m.

G.P.O.
Reg. 5.00 p.m.
Ord. 5.30 p.m.

* Subscribed Correspondence Only.

RADIO

12.15 p.m.—Short Service of Intercession.

12.30 p.m.—Greta Keller (Vocal) and Billy Thorburn and His Music.

1.00 p.m.—Local Time Signal, and Weather Report.

1.03 p.m.—Variety.

1.30 p.m.—Reuter and Rugby Press, Weather Forecast and Announcements.

1.45 p.m.—Mozart—Concerto in A Major.

2.15 p.m.—Close down.

5.45 p.m.—Indian Programme.

6.30 p.m.—Closing Local Stock Quotations.

6.32 p.m.—Compositions of Sibelius.

7.00 p.m.—London Relay—The News.

7.15 p.m.—London Relay—'Britain Speaks'. Talk by J. B. Priestly.

7.30 p.m.—Portuguese Programme.

8.00 p.m.—Local Time Signal, Weather Report and Announcements.

8.03 p.m.—'Band Wagon'. With Arthur Askey, Richard Murdoch and Company.

8.25 p.m.—Charlie Kunz at the Piano.

8.35 p.m.—Film Selections.

8.00 p.m.—London Relay—The News.

9.15 p.m.—London Relay—Questions of the Hour.

9.30 p.m.—Eiger—Froissart Overture, Op. 19. ('When Chivalry lifted up her lance of high'—Keats.). London Philharmonic Orchestra, cond. by Sir Edward Elgar.

9.43 p.m.—Cesar Franck—Prelude, Choral and Fugue. Alfred Cortot (Piano).

9.45 p.m.—News in French (on 'Short Wave' only).

10.00 p.m.—London Relay—Talks: 'Scots Abroad'.

10.15 p.m.—Brahms—Quintet in B Minor, Op. 115.

10.50 p.m.—Brahms Gypsy Songs. The Madrigal Singers.

11.00 p.m.—Close down.

TWICE-BOMBED KITTEN SAVES ITS RESCUER

PLAINTIVE CRIES by Chappie, a Persian kitten, led rescue workers to the spot where his thirteen-year-old mistress, Gwen Toms, and her mother were buried under the debris of their bombed home.

Chappie saved their lives as Gwen saved his only a few weeks ago, when she nursed him back to health after she had rescued him from another bombed house in the district, and taken him to her mother's house in North London.

So when Chappie was bombed for the second time he knew just what to do. He squealed and meowed until rescuers heard him, and rescued him with his little mistress and her mother, who were taken to hospital for treatment.

Mr. Edgar Toms was killed, but his two sons, who were sleeping in another part of the house, were uninjured.

Chappie's Good Turn

"We shall treasure Chappie for ever," nineteen-year-old Eddie Toms told a reporter.

"When we gave him a home a few months ago, we never thought he would do this for us. He has shown his gratitude to Gwen for looking after him while he was ill."

"Gwen is still in hospital, but I shall take Chappie to see her, if I can."

"After the bomb fell our home was just a mass of rubble and we didn't know where my mother and sister were."

"Then a member of the rescue squad heard Chappie squealing."

HORSES FEEL BOMB SHOCK

Horses are among the first cases of shellshock caused by this war. They are extra sensitive to the noise of gunfire and the crump of bombs, and since the blitz many in the London area have had to be destroyed.

But human beings can help by providing company for their hard-working and dumb friends.

It is not sufficient for a driver to tether his horse to the rear of a vehicle and leave for shelter himself. The driver should stay at the animal's side or see that it has the company of other horses.

Loneliness can be the start of horse shellshock.

A West End veterinary surgeon who specialised in the care of horses during the last war and is doing so in this one said:

"If it is possible to take a horse to a 'standing'—stable or building—where there are other horses, it is better than leaving it on the streets."

"But if there are no facilities for this the animals are better on the open street than under partial covering like a bridge."

"On no account should a horse

ANTI-SPY SQUADS FOR U.S.A. POLICE

More than one-third of the policemen of Philadelphia are being organised into special anti-spy and anti-sabotage squads for the protection of the vital defence industries in and around the city.

Mr. James H. Malone, Director of Public Safety, announces that 1650 men have been formed into six squads who are now undergoing an intensified course of instruction in combating subversive activities.

For the time being they will continue with their normal police duties, but when trained they may be called out on anti-sabotage work at a moment's notice.

"Details of this programme have been under consideration for some weeks," Mr. Malone stated, "but the recent disastrous explosion at the Hercules Power Company's plant at Kenil, New Jersey, has speeded up active organisation."

Month's Talks

The plans formulated by Mr. Malone and Mr. Guy E. Parsons, assistant superintendent of police, have been approved by Federal authorities in Washington after conferences extending over a month with representatives of the Army and Navy Intelligence Bureau of Investigation.

"Members of our six new squads are being trained in how to handle bombs and other explosives," said Mr. Malone, "and it will be their job to inquire into the credentials and background of any employee whose actions or associations give rise to suspicion."

"Some of the men will work in uniform, some in mufti."

be left alone. It should either have the company of its driver or that of other animals.

"In stables where the animals have no attendant during the night goats should be kept."

"Horses will always follow a goat, and in case of fire resulting from incendiary bombs this is an extremely good precaution."

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United Express, winner of the Rooty Hill Derby, being led in after his win yesterday which won \$397,600 for the holder of Ticket No. 538127.

H-K. TRAMWAYS SET THREE RECORDS

RECORDS IN RECEIPTS, passengers and car miles were revealed at the annual meeting of the Hong Kong Tramways Limited held at noon to-day at Messrs. Jardine, Matheson and Company, under the chairmanship of the Hon. Mr. J. J. Paterson

Those present included Mr. A. H. Compton, the Hon. Mr. M. K. Lo, the Hon. Mr. T. E. Pearce and Sir Shou-son Chow. (Directors); Messrs. T. N. Chau, H. S. Hills, B. Wong Tape, D. V. Stevenson, F. W. Stapleton, James Selo, H. Gittins, M. H. Lo, Douglas Hung, Choa Seng-choo, H. W. Lee and John Fleming. (Shareholders) Mr. L. C. F. Bellamy, General Manager, and Mr. W. F. Simmons, Secretary.

The Chairman said:

For the third successive year we are able to say that new high records have been established in respect of traffic receipts, passengers and car-miles.

Passengers at 74,208,000 are up by 3½ million or 4.64% and traffic receipts up by \$153,000 or 5½%.

New Taxation

The profit for the year, before allowing for the new Corporation Profits & Property Tax, is \$1,242,000 or less by \$183,597 than the previous year's profit but this is more than accounted for by the new rate of 25% Royalty effective throughout the year as against a rate of 5% until September of the previous year. For 1940 this liability amounted to \$374,468 against \$147,402 for 1939 — an increase of \$227,066.

In other words we are handing over to Government in respect of new Taxation and Royalty on last year's working \$510,672 an increase over 1939 of \$363,269.

As foreshadowed in the Chairman's speech last year, two additional tramcars were put into commission during 1940 bringing the total to 109. In this connection I have been asked to comment on an interview given to the Press last November by Inspector Saunders (head of the Traffic Branch of the Police) regarding the prevailing overcrowding.

SKIN INJURIES

quickly heal when treated with She-Ko. If the skin is broken a light bandage should be applied with a thin layer of She-Ko, whilst in the case of bruises the injury may be rubbed with the ointment.

Keep a tin of She-Ko in the house and you will be prepared for emergencies. It is equally good for the curative treatment of skin complaints.

SHE-KO

quickly soothes and heals.

Where In The World

"Where in the world do you get such a service?" he is alleged to have said adding that he did not see how the Tramway Company could put any more cars on the rails. Consequently during the China New Year festivities last month a fresh check was made at the bottom of Garden Road. On February 28, with 103 cars operating (30 of them on the short distance run Western Market-Causeway Bay) 218 cars passed per hour during the heavy traffic periods or 109 cars in each direction, or a headway between cars of 33 seconds. Thanks largely to the Hong Kong Electric Company having provided an additional traction sub-station, no trouble (electrical or otherwise) was experienced but it is obvious that the claims of the workshop and paintshop and routine overhauls prevent a service of this great frequency being maintained normally without increasing the total of available vehicles. It is therefore the intention of your Directors to acquire a number of additional tramcars if the present congested conditions continue and when our British suppliers are in a position to execute our orders. Meanwhile we are still awaiting delivery of tramcar trucks, air brake equipment, traction motors, steel tyres and axles etc.

We now have 38 tramcars fitted with air brakes. We have placed orders for a further 40 equipments but delivery is exceedingly slow.

Regarding the track, you were told last year that Causeway Road was to be raised and widened and that it would be necessary for us to construct a new double track between Causeway Bay and the western end of King's Road. This work has been postponed — probably for the duration of the war.

Coin Shortage

We have experienced considerable trouble during the year in

consequence of the shortage of one cent coins. Our fares of 6 cents first class and 3 cents third class (on all except Shaikwan cars) whilst being exceedingly low are, at the same time, very cumbrous and necessitate an enormous amount of change. I am glad to say, however, that although there appears to be a continued shortage of one cent coins the position has improved since the China New Year holiday.

On the subject of fares I told you from this Chair two years ago that our fares were amongst the lowest of any road passenger transport system in the world. The fare for the longest possible 3rd class tram ride in Hong Kong, at the present rate of exchange, works out at 0.11 pence per mile, or 9 miles for a penny. Further, no charge is made for luggage although our bye-laws provide that nothing over a cubic foot in measurement will be allowed as personal luggage. Our conductors are taught to be tolerant and to allow anything on the platform free of charge so long as it is not offensive or too unwieldy.

Social And Civil Service

To quote Mr. D. G. M. Bernard who presided at the annual meeting of this Company on February 27th, 1938, "We do not do all this—and at our low fares—from philanthropic motives, but as part of the social and civic service which your Company is rendering to hundreds of thousands of the Colony's population." Returning to the accounts, you will note an unusually high Donation figure—this includes \$25,000 subscribed to the South China Morning Post War Fund. The addition in the head "House & Other Property" represents purchase of an engineering staff residence at Broadwood Road conveniently located to our main Russell Street depot. The remaining detail is, I think, perfectly clear without special comment.

Deducting the War Taxation assessment of \$136,203.60 in respect of Corporation Profits & Property Taxes and including the sum of \$128,262.25 carried in from last year, the amount available is \$1,234,739.08 of which \$100,000 has been allocated to General Reserve Account.

Dividend Unchanged

An Interim Dividend of 50 cents per share was paid in August last and the Board now recommends a Final distribution of \$1 per share making a total dividend of \$1.50 for the year 1940, amounting to \$975,000. This is the same as paid for 1939 and leaves the increased balance of \$159,739.08 to be carried forward.

I now propose the Resolution:—"That the Report of the Directors and Statement of Accounts for the year ended 31st December, 1940, as presented, be adopted and that a Final Dividend of One Dollar per share, hereby declared, be paid for the year 1940."

Mr. T. N. Chau seconded the adoption of the accounts and congratulated both Directors and staff on the good results achieved by the company. He proposed an increase in Directors' fees which, he said, had remained unchanged since the incorporation of the company, in spite of the company's progressive developments.

The Chairman, thanking Mr.

LOCAL SHARES

H.K. GOVT. LOANS
3½ Loan (1934) 95 ss.
BANKS
Bank of East Asia \$76 b.
INSURANCES
Canton Ins. \$215 b.
Union Ins. \$411 b.
H.K. Fire Ins. \$170 b.
DOCKS, WHARVES, GODOWNS, ETC.
Providents \$5¼ b.
LANDS, HOTELS & BLDGS.
H.K. and S. Hotels \$3.60 s.
H.K. Lands 4% Debentures 97½ b.
Humphreys \$7.05 s.
H.K. Realities \$3.40 s.
PUBLIC UTILITIES
H.K. Tramways \$17½ b., \$17¼ s.
China Lights (Old) \$6.15 b., \$6¼ sa.
H.K. Electrics (Old) \$42/41¼ sa.
Telephones (New) \$9.90 sa.
LAST DAY'S SALES
\$5,000 H.K. Govt. 3½% Loan @ 95
150 Electrics (Old) @ \$41¼
16 Electrics (Old) @ \$42
200 Telephones (New) @ \$9.90
400 Lights (Old) @ \$6¼

PETROL LACK DELAYS A.R.P.

Lack of petrol is blamed by Chelsea Borough Council for delay in improving A.R.P. shelters.

The War Emergency Committee reported: "Our chief problem has been the inability of the manufacturers, owing to the shortage of petrol to deliver the large quantities of steel ordered by us from the mills."

"This is a serious hindrance in our plans and we have taken the matter up with the petroleum officer concerned."

HIS HAMMER KILLED HIM

A carpenter, Bernard Christopher Boardman, fifty-one, of Kensal Road, North Kensington, London, working at a London factory, stood on a ladder to use a hammer weighing three-quarters of a pound.

After coming down, he moved the ladder, but forgot he had left the hammer on top. It fell about 10ft. and struck him on the head. He died in hospital.

Chau, said the matter would be brought up at the next Board meeting.

The re-election of the Hon. Mr. J. J. Paterson and the Hon. Mr. M. K. Lo and confirmation of the appointment of Mr. L. J. Davies as Directors was proposed by Mr. B. Wong Tape and seconded by Mr. F. W. Stapleton.

The re-election of Messrs. Lowe, Bingham and Matthews as auditors was proposed by Mr. D. V. Stevenson, and seconded by Mr. H. Gittins.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Paid-up Capital £3,000,000
Reserve Fund £3,000,000
Reserve Liability of Proprietors £3,000,000

HEAD OFFICE: LONDON:
33, Bishopsgate, E.C.2.
Sub-Agencies in London:
117/122, Leadenhall Street, E.C.2.
West End Branch:
14/16, Cockspur Street, S.W.1.
Manchester Branch:
62, Mosley Street, Manchester, 2.

AGENCIES AND BRANCHES

Alor Star	Hankow	Penang
Amritsar	Hong Kong	Rangoon
Bangkok	Hulu	Saigon
Batavia	Ipoh	Seremban
Bombay	Kuala Lumpur	Shanghai
Calcutta	Kuching	Singapore
Canton	Medan	Sourabaya
Cebu	Manila	Taipei
Davao	Medan	Tientsin
Delhi	New York	Tokyo
Hankow	Peking	Yokohama
Hong Kong		
Hulu		
Ipoh		
Kuala Lumpur		
Kuching		
Medan		
Manila		
Medan		
New York		
Peking		
Penang		
Rangoon		
Saigon		
Seremban		
Shanghai		
Singapore		
Sourabaya		
Taipei		
Tientsin		
Tokyo		
Yokohama		

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for: One Year or shorter periods in Local or Other Currencies at rates which will be quoted on application.

SAVINGS ACCOUNTS also opened in Local Currency and Sterling with interest allowed at rates obtainable on application.

The Bank's Head Office in London undertakes Executor and Trustee business, and claims recovery of British Income Tax overpaid, on terms which may be ascertained at any of the Agencies and Branches.

R. A. CAMIDGE, Manager

HONGKONG & SHANGHAI BANKING CORPORATION.

Authorised Capital £250,000,000
Issued and Fully Paid-up £20,000,000
Reserve Funds:—
Sterling £6,500,000
Hong Kong Currency Reserve £10,000,000
Reserve Liability of Proprietors £20,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS:

Hon. Mr. J. J. Paterson, Chairman.
W. H. Lock, Esq., Deputy Chairman.

J. R. Bousfield, Esq., O. M. M. Esq.,
A. H. Compton, Esq., K. S. Morrison, Esq.,
T. J. Davies, Esq., Hon. Mr. T. E. Pearce,
Hon. Mr. S. H. Dodwell, Hon. Mr. A. L. Shields,
Sir Vandeleur M. Grayburn, Chief Manager.

BRANCHES:—

Amoy	Ipoh	Rangoon
Bangkok	Johore	Saigon
Batavia	Kobe	San Francisco
Bombay	Kowloon	Shanghai
Calcutta	Kuala Lumpur	Singapore
Canton	London	Sourabaya
Cebu	Lyons	Suva
Colon	Manila	Tientsin
Davao	Medan	Tokyo
Fuzhou	Muscat (Johore)	Yokohama
Hankow	Mukden	
Hong Kong	New York	
Harbin	Peking	
Hulu	Penang	

CURRENT ACCOUNTS opened in Local Currency and FIXED DEPOSITS received for One Year or shorter periods in Local and Other Currencies on terms which will be quoted on application.

SAFE DEPOSIT BOXES of various sizes To Let.

TRUSTEE and EXECUTOR business undertaken.

Hong Kong 13th December, 1940.

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. FOR THE HONG KONG AND SHANGHAI BANKING CORPORATION. V. M. GRAYBURN, Chief Manager.

Hong Kong, 1st March, 1937.

THE BANK OF EAST ASIA, LTD.

Authorised Capital £10,000,000
Paid-up Capital 5,598,600.00
Reserve and Undivided Profits 2,983,261.50

HEAD OFFICE:—HONG KONG
10, Des Voeux Road, Central.

BOARD OF DIRECTORS:—

Hon. Sir Shou-son Chow, Chairman;
Li Koon Chun, Esq., P. K. Kwok, Esq.,
Wong Yun Tong, Esq., Chan Ching Shek, Esq., Li Kan Sang, Esq., Wong Chai Sen, Esq., and Fung Ping Wah, Esq.

Kan Tong Po, Esq., Chief Manager.
Hon. Mr. Li Tse Fong, Manager.

BRANCHES AND AGENCIES:—

Amoy	Manila	Seattle
Batavia	Melbourne	Shanghai
Bombay	Nagasaki	Singapore
Calcutta	New York	Sourabaya
Canton	Paris	Suva
Cebu	Peking	Tientsin
Hankow	Penang	Vancouver
Hong Kong	Rangoon	
Harbin	Saigon	
Hulu	San Francisco	
Ipoh		
Kobe		
Kowloon		
London		

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local and Foreign Currencies on terms which will be quoted on application. Safe Deposit Boxes To Let.

KAN TONG PO, Chief Manager.

THE WING ON BANK, LIMITED.

Head Office: Hong Kong.
26, Des Voeux Road, Central.
Authorised Capital £10,000,000
LONDON BANKERS:—
Westminster Bank, Ltd.

Foreign Exchange and every description of banking business transacted.

Current Accounts and Savings Accounts opened. Fixed Deposits received at rates which will be quoted on application.

Safe Deposit Boxes for hire.

PHILIP GOSKIN, Chief Manager.

FOR SALE

Hong Kong Centenary Envelopes

with View of Hong Kong in 1841 and 1941

for

First Day Issue of

Centenary Stamps

at \$1.00 per doz. envelopes

GRACA & CO.

Dealers in Postage Stamps, Garden Seeds, Picture Books, etc.

No. 10, Wyndham Street

Preparations In Hand For Cross-Country Run

M'sex Are Favoured To Win The British Ranks Run

By "Squaddy"

FOLLOWING have been selected to represent the Army (British) Hockey eleven against the Hong Kong Hockey Club to-day at King's Park in the Quadrangular Tournament which will start at 5 p.m.

Lt. Cpl. Dove (Royal Signals), Sgt. Crowley (Middlesex), Cpl. Hitchcock (Royal Scots), Bdr. Anderson (12th Hvy. Regt., R.A.), Sgt. Waldron (Middlesex), Spr. Shaw (Royal Engineers), Cpl. Neve (Royal Scots), Cpl. Singleton (Royal Engineers), Sgt. Homberg (Royal Engineers), Sgt. Croston (Royal Engineers) and A. N. Other.

Reserve: Cpl. Allsop (R. Scots). The above team should do well in this competition, and will take a lot of watching. They have a strong defence and equally strong forward line. Sgt. Crowley, who has represented the Army in previous seasons is at the present moment showing good form and will be a hard obstacle to overcome. Sgt. Homberg of Royal Engineers is a dangerous forward and will want a lot of watching especially when in front or anywhere near the goal.

In the Large Units Hockey League the "Diehards" have a six point lead over the 12th Hvy. Regt., R.A., not having lost a game as yet and only drawn one out of eight games.

The latest results are as follows:

5th A.A. Regt., R.A. beat Combined Small Units	3-2
12th Hvy. Regt., R.A. beat Royal Engineers	3-0
Middlesex Regt. beat Punjab Regt.	5-1
12th Hvy. Regt., R.A. beat Royal Scots	2-1
Middlesex Regt. beat 8th Hvy. Regt., R.A.	4-0
Rajput Regt. beat 8th Hvy. Regt., R.A.	1-0
Middlesex Regt. beat 12th Hvy. Regt., R.A.	4-2
Royal Engineers beat H.K. Regt., H.K.S.R.A.	5-2
Middlesex Regt. beat 5th A.A. Regt., R.A.	9-0

LEAGUE TABLE TO DATE

	P.	W.	D.	L.	Pts.
Middlesex Regt.	8	7	1	0	15
12th Hvy. Regt., R.A.	7	3	3	1	9
Rajput Regt.	5	3	2	0	8
5th A.A. Regt., R.A.	5	2	2	1	6
8th Hvy. Regt., R.A.	7	2	1	4	5
H.K.S.R.A.	5	1	2	2	4
Punjab Regt.	5	1	2	2	4

Royal Scots 6 1 1 4 3
Combined Small Units 4 0 2 2 2
Royal Engineers 0 1 0 5 2

It is now learned that Pte. Sheehan will not be playing in the selected Army side this afternoon against the Hong Kong Hockey Club, as he is turning out for his battalion at Rugby in the Large Units Rugby League.

The well-fancied "H.Q." Company, Middlesex for the Small Units Hockey knockout competition were beaten by the 36th Hvy. Bty., R.A. at Sookumpoo on Sunday by two goals to one. This is their second defeat this week, the other being in the Battalion hockey league when they lost to "A" Company by one goal to nil.

TEAMS are now getting into strict training for the forthcoming Annual Cross Country runs, and the Annual Athletic meeting.

Entries for the Cross Country runs so far are:

FOR THE BRITISH RANKS RUN
Combined Royal Artillery
2nd Bn. The Royal Scots
1st Bn. The Middlesex Regt.
Fortress Royal Engineers
Combined Small Units

FOR THE INDIAN RANKS RUN
Combined 8th & 12th Hvy. Regts., R.A.
1st H.K. Regt., H.K.S.R.A.
Punjab Regt.
5th A.A. Regt., R.A.

The Rajput Regt., and the Combined Small Units (Indian) are entering, but as yet they have sent no entry form in.

Middlesex are favoured to win the British ranks run.

The Indian run will be more difficult to decide as they are good cross country runners, and as the Rajputs and the Punjabs were nowhere last season, it is not known what kind of teams they have.

Combined Small Units are trying hard to find a good athletic team, and this season they have at last come to some arrangement between the Departmental Corps as to who is going to run their Athletics. Lieut. C. E. Buckle, Royal Corps Signals, is their Athletic Officer.

(Continued on Page 15)

FORM GUIDE

Following is a complete survey of racing at the Valley this year, giving the time, first three ponies, their jockeys and weights, won by and when—A.M. stands for Annual Meeting, and 1 or 2 means first or second day:

AUSTRALIAN GRIFFINS, 1941

HALF MILE & 170 YARDS
101.1—Distant View (Pih, 152); 2, Fleetwing (Poy, 152); 3, Misty View (Botelho, 152). 5 and 2. A.M.3.

6 FURLONGS
118.2 Distant View (Pih, 152); 2, Vis Major (Sokoloff, 152); 3, Starlight (Moller, 152). 3 and 5. A.M.1

ONE MILE
151.0 A Happy Time (Holden, 152); 2, Fleetwing (Poy, 152); 3, Colooma (Black, 152). 5 and short head. A.M.1.

1 MILE 171 YARDS
200.3 Fleetwing (Poy, 152); 2, Starlight (Moller, 152); 3, Mountain View (Pih, 152). 3 and 1. A.M.2

1 1/2 MILES
1 MILE 171 YARDS
219.3 Colooma (Black, 152); 2, Oracle (Needa, 149); 3, Prairie View (Pih, 152). Short head and 3. A.M.3.

219.4 First Love (Liang, 152); 2, Prairie View (Pih, 152); 3, Marsh Warbler (Black, 152). 3 and short head. A.M.1.

1 1/2 MILES
254.1—Distant View (Pih, 152); 2, Oracle (Needa, 151); 3, First Love (Liang, 152). Many and 3. A.M.2.

AUSTRALIAN SUBS, 1941

HALF MILE
51.1 Moonlight (Noodt, 149); 2, Bona Vacantia (Sokoloff, 152); 3, Fresh Air (Ip Kul-ying, 149). 2 and short head. A.M.2.
54.1 Bendemeer (Needa, 152); 2, Royal Sovereign (Noodt, 152); 3, Newborn Star (Craven, 152). 2 and 4. A.M.2.

6 FURLONGS
118.4—United Express (Ip Kul-ying, 152); 2, Fresh Air (Woo, 149); 3, Newborn Star (Craven, 152). 5 and 1/2. A.M.1.
119.4—Amulet Star (Craven, 152); 2, Black Seal (Chao, 152); 3, A Surprising Time (Holden, 152). Neck and short head. A.M.1.
119.4—National Welfare (Tao, 152); 2, Happy Returns (Wei, 149); 3, Vitamin M. (Black, 152). Head and head. A.M.1.
120.2—Maple Leaf (Noodt, 149); 2, Optima Fide (Sokoloff, 152); 3, Fresh Air (Needa, 149). 1 1/2 and 3. A.M.3.

ONE MILE
148.0—Manhattan (Hearne, 149); 2, Jus Gentium (Sokoloff, 150); 3, Endeavour (Wei, 152). 4 and 3. A.M.1.
152.0—United Express (Ip Kul-ying, 152); 2, Tien Tien (Sung, 150); 3, Casino (Tang Man-wa, 149). Many and 2. A.M.2.

1 MILE 171 YARDS
200.0—Dutch Treat (Botelho, 152); 2, Black Seal (Chao, 152); 3, Bugle (Wei, 149). Short head and 1/2. A.M.2.
202.2—Happy Returns (Chao, 149); 2, Santa Anita (Liang, 152); 3, Sydney Lady (Hearne, 152). 1 and 2. A.M.3.

1 1/4 MILES
222.2—King's Flight (Needa, 152); 2, Lex Fori (Sokoloff, 152); 3, Bugle (Moller, 149). 4 and 1 1/2. A.M.3.
230.2—Santa Anita (Liang, 153); 2, King's Flight (Needa, 153); 3, Corsair (Botelho, 150). 3 and 2. A.M.2.

1 1/2 MILES
249.0—United Express (Ip, 152); 2, Endeavour (Moller, 152); 3, Jus Gentium (Sokoloff, 150). 1 1/2 and 1/2. A.M.3.

AUSTRALIAN OLD PONIES

6 FURLONGS
118.0—Viceroy (Black, 147); 2, Far View (Pih, 159); 3, Brown Derby (Treverton, 155). Head and short head. A.M.3.

ONE MILE
146.2—Sapper (Davis, 150); 3, Far View (Pih, 158); 3, Viceroy (Black, 152). 5 and 2 1/2. A.M.1.
150.3—Catterick Bridge (Chao, 148); 2, Venus Bay (Needa, 150); 3, Chewat Star (Tao, 154). 1/2 and 1. A.M.3.

RAPIER'S SELECTIONS FOR TO-DAY

Race No. 1
ENDEAVOUR
VITAMIN M.
ARCHER
Outsider:—A Surprising Time.

Race No. 2
CHARLESBER
SAM'S CHOICE
GLOSSYLIGHT
Outsider:—Iron Beauty.

Race No. 3
PICCADILLY JIM
TRIUMPHANT DAY
SPRINGHURST
Outsider:—Tornado Star.

Race No. 4
EVE OF DANCING
ADVANCING TIME
EVE OF FOLLY
Outsider:—Potentate.

Race No. 5
JUS GENTIUM
MANHATTAN
SANTA ANITA
Outsider:—Dutch Treat.

Race No. 6
ROOFLY
LONGDON
RISING STAR
Outsider:—Circe.

Race No. 7
ORACLE
GAY FOX
PRAIRIE VIEW
Outsider:—Vis Major.

Race No. 8
O-LAN
BURFORD
NAVYLIGHT
Outsider:—Eve of Harvest.

Race No. 9
SAPPER
DISTANT VIEW
VICEROY
Outsider:—Baffin Bay.

Race No. 10
OOLONG
VELVETLIGHT
WORLD FAIR VIEW
Outsider:—Wonderful Scheme.

Race No. 11
NOMINE POENAE
MISTY VIEW
KING'S WELCOME
Outsider:—Ratio Decidendi.

Race No. 12
BLACK SEAL
BUGLE
LEX FORI
Outsider:—Strathalbyn.
DAILY DOUBLE—ORACLE
And SAPPER.

156.0—Many Thanks (Hearne, 159); 2, Vixen Tor (Noodt, 147); 3, Pumpnickel (Tao, 153). Many and 4. A.M.2.
1 MILE 171 YARDS

159.1—Fair Chance (Wei, 140); 2, Springhurst (Poy, 148); 3, Vixen Tor (Noodt, 143). 1 1/2 and short head. A.M.1.

NEW CHINA PONIES

6 FURLONGS
123.3—Oolong (Needa, 152); 2, Lovelight (Noodt, 152); 3, Palver (Chao, 152). 3 and 4. A.M.1.

ONE MILE
159.3—World Fair View (Pih, 152); 2, Palver (Chao, 152); 3, Sam's Choice (Black, 149). Many and head. A.M.3.

210.4—Oolong (Sokoloff, 159); 2, Velvetlight (Moller, 159); 3, Charlesber (Chao, 152). Short head and many. A.M.3.

241.0—Velvetlight (Moller, 152); 2, Eve of Deception (Coppin, 150); 3, Raconteur (Wei, 152). 3 and many. A.M.1.

1 1/2 MILES
302.0—Oolong (Needa, 152); 2, Velvetlight (Moller, 152); 3, Lovelight (Noodt, 152). 1 and 0. A.M.2.

OLD CHINA PONIES

6 FURLONGS
134.3—Eve of Peace (Wood, 153); 2, Lovelystar (Fung, 159); 3, Royal Wedding Eve (Feiden, 160). 0 and many. A.M.2.
1 MILE

NEEDA AND CIRE TOP THE TABLES

Following is how the jockeys and owners fared in the first three days of the Annual Race Meeting:

JOCKEYS	1st	2nd	3rd	Un.
V. V. Needa	5	4	2	15
H. C. Pih	4	3	2	11
C. B. Moller	3	4	3	8
F. Noodt	3	3	2	13
Ip Kul-ying	3	0	1	2
W. H. S. Davis	2	4	0	14
L. B. Chao	2	3	2	10
S. C. Liang	2	1	1	11
D. Black	2	0	5	17
H. J. A. Hearne	2	0	1	8
M. M. Sokoloff	1	5	2	9
W. G. Poy	1	3	0	10
P. Y. T. Wei	1	1	3	8
A. D. Coppin	1	1	0	3
D. H. S. Craven	1	0	2	6
R. P. Botelho	1	0	2	14
B. L. Tao	1	0	2	23
H. J. Holden	1	0	1	0
R. M. Wood	1	0	0	8
K. W. Fung	0	1	0	0
D. G. Woo	0	1	0	2
L. L. Sung	0	1	0	8
L. J. A. Feiden	0	0	1	0
Tang Man-wa	0	0	1	4
S. W. Tang	0	0	1	4
G. Treverton	0	0	1	12
H. S. Chang	0	0	1	18
M. F. L. Haymes	0	0	0	1
G. W. Cooper	0	0	0	1
J. Barrow	0	0	0	1
H. C. Chan	0	0	0	1
S. W. Pan	0	0	0	2
K. I. Ip	0	0	0	2
C. L. Gregory	0	0	0	2
B. A. Proulx	0	0	0	2
Chanson Feng	0	0	0	2
T. W. Chattey	0	0	0	3
F. A. Sequeira	0	0	0	3
Yeung Wing-kwai	0	0	0	3
S. W. Lee	0	0	0	5
Chiu Ki-fan	0	0	0	5
R. K. C. Chiu	0	0	0	9
Ho Hong-ping	0	0	0	10
Hoo Pak-ming	0	0	0	11
S. L. Yuen	0	0	0	17

OWNERS

	1st	2nd	3rd
Cire	4	4	3
Lan	4	3	3
T. K. L.	4	3	1
Eve	3	5	0
Necan	3	0	0
Li Po-chun	2	0	0
Eu Tong-sen	1	2	0
C. C. F.	1	1	0
Dynasty	1	1	0
P. & L.	1	0	1
Gredmaka	1	0	1
Vilaja	1	0	1
C. W. K.	1	0	0
Mrs. A. E. Grasett	1	0	0
Yeung Bros.	1	0	0
Weetoo	1	0	0
Shields & Stantons	1	0	0
Kia Ora	1	0	0
Hollandia	1	0	0
P. M. Hoo	1	0	0
C. L. Gregory	1	0	0
Lee Chi-choh	1	0	0
Kwok Yee-oh	1	0	0
S. W. Lee	0	2	1
C. H.	0	2	0
Lee Bros.	0	2	0
Marber	0	1	3
S. K.	0	1	1
G. Tinson	0	1	1
Mrs. Chuong Ho-yen	0	1	1
I. L.	0	1	0
Lee Chi-choh	0	1	0
Billy	0	1	0
Koh Bros.	0	1	0
Culture	0	1	0
Wai Shiu-pak	0	1	0
G. A. Harriman	0	1	0
C. N. K.	0	0	2
W. T. Stanton	0	0	2
C. H. Chan	0	0	2
T. L.	0	0	1
Quartermaster	0	0	1
L. W. S.	0	0	1
Toots	0	0	1
Pearstun	0	0	1
S. S.	0	0	1
Manetta	0	0	1
Collene	0	0	1
E. S. K.	0	0	1
Lucky	0	0	1
Cocoa	0	0	1
Solemnly	0	0	1

37 35 36

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ARMY SPORTLIGHT

By "SQUAD"Y"

(Continued from Page 14)

They are holding an Individual Small Units Athletic meeting at Chatham Road on March 17, 18 and 19, when the following events will be held: 100 yards, 220 yards, 440 yards, 880 yards, One Mile, Three Miles, high jump, long jump, pole vault, 120 high hurdles, putting the shot, throwing the hammer, throwing the javelin, and throwing the discus.

There will also be an Open mile medley relay race open to all. Entries for this event should be sent to the Officer in charge of Combined Small Units Athletics, care of the Hong Kong Signal Company, Victoria Barracks, by March 10 at the latest.

St. Joseph's College are holding their Annual Athletic meeting on Thursday, March 6, at Caroline Hill, and they have included in their programme a Mile Open race to the Army, and would like as many entries as possible to participate in this event. This is a fine opportunity for all units to find out their best Miles for the Annual Army Athletic Meeting.

* * *

AT the meeting of the Army Selection Committee held last Saturday it was decided to keep the same eleven as

Football that played in the Final of the Lai Wah Cup against the Civilians, with the following change of positions.

Freshwater to move to right half and Cpl. Birrell to move to left half, this will place Sgt. Freshwater in his original position in which, until this present season, he has played for the Middlesex Regt. during the past five years.

In the forward line Hossack will go to centre forward and Fox to the inside position.

The remainder of the team to remain as before.

Royal Scots, who were the only Senior Army eleven left in the Senior Shield suffered defeat at the hands of Royal Navy at Sookunpoo on Saturday thus smashing the Army's hopes of getting into the Final. The score was two goals to one.

Royal Army Service again won their match against Signals, although the latter put up a fine fight and never gave throughout the match. If Service Corps can steer clear of South China until the Final they will do well, and might even retain the shield in the Army which is at present held by 30th Hvy. Bty., R.A. who were knocked out in the last round by the Signals.

Royal Engineers won their match against Kit Chee on Sunday giving them a three point lead over the Service Corps, both having played the same number of games. At this stage the Sappers cannot afford to drop any points to make sure of the League.

At Shamshuipo on Sunday Middlesex Regt. Cpls' Mess entertained R.A.S.C. Cpls' Mess and started off the afternoon with a game of football which at half time turned into a rugby game. Neither side could gain the upper hand and the Final score was one football goal each and one Rugby goal.

Service Corps scored the first goal through Glen who sent in a twisting shot which gave Cpl. Barron no chance. This he said after the game was from out of the bag.

The "Diehards" soon replied with the masked player scoring a fine goal. He was wearing this mask as he did not want his identity to be made known lest he be approached to sign papers for any

Mass Production Tennis In U.S. New Idea Promoted By L.T.A.

GOOD SPORTSMANSHIP EMPHASISED

AMERICANS HAVE a way all their own when it comes to encouraging the young idea in sport, states a message from New York. Lawn tennis particularly is noted for this and, as evidence of its reward, one has only to glance down their list of champions.

Hitherto a young player showing any promise was immediately taken in hand by the United States Lawn Tennis Association and afforded every facility to help him or her to become a champion. Now, the United States L.T.A. has widened its scope and is planning "mass production" of champions.

Thousands of boys and girls in every State will reap the benefits of lawn tennis under the latest scheme. Promising youngsters in 30 key cities have been formed into Junior Davis Cup squads, each in the care of a local committee, and are coached in strokes and tactics and encouraged to conduct themselves as good sportsmen, both on and off the courts.

"Instead of concentrating on the development of one or two players and helping them to become such outstanding players that they will dominate all tournaments in which they compete," said Mr. Holcombe Ward, President of the United States L.T.A. "the U.S. L.T.A. has been trying to help several hundred boys on Junior Davis Cup squads to be creditable representatives of the game."

Tennis Clinics

"Junior Wightman Cup squads have been organized along similar

of the local football clubs in Hong Kong.

The second half was rather exciting as Cpl. Thompson acting as coach to the Middies, was occasionally getting the ball himself and only the referee blowing the whistle, stopped him from running the whole length of the field to score a try.

The game ended with both sides completely played out and it was not until the refreshments were given out (good old English beer) that they came round.

TWO matches are due to be played in the Large Units Rugby League at Sookunpoo today between Royal Engineers, who have not yet lost a match, and Middlesex Regt.

The second match between Royal Scots and Combined Small Units should prove a good game, although the Small Units have still to win a match.

AT Shamshuipo on Wednesday and Thursday the Middlesex Regt. are holding their Inter Company Open boxing competition in the afternoons owing to the "Blackout". They are all out to avenge their defeat at the hands of Royal Scots, who defeated them in the Area Novices competition last month, at the Annual Command Open Team boxing competition which will take place in April. The Command Opens Individuals are taking place at Shamshuipo on March 11, 12 and 13.

lines for girls as part of the national development programme. Tennis clinics are being held for beginners and preparatory squads have been formed to carry on the elementary instruction given at the clinics.

"Amateur lawn tennis has never had so many promising boys and girls playing high-grade tennis in this country; the general average of play is higher than at any previous period in the history of the game," Mr. Ward declared.

The tennis clinics referred to above have been increased in number in the past year and they have proved to be one of the best methods of instructing young players.

The clinic provides boys and girls with free expert instruction in essential strokes, tactics and court manners, diagnoses their faults and suggests corrective treatment.

American Thoroughness

Dr. William P. Jacobs, Chairman of the U.S. L.T.A. tennis clinic committee, reports widespread interest in the movement. A standard clinic at Presbyterian College, Clinton, South Carolina, gives a three-day course to 150 pupils at a time. There are talks and demonstrations, and films are shown. In addition local associations throughout the country organise clinics for one, two, three or more days.

Another instance of American thoroughness is illustrated by the fact that young players, after having been taught the fundamentals of the game, are now being trained as umpires. And youngsters who have played little tennis are encouraged to become court officials.

Several schools have been held, and boys who have attended them have served as umpires and linesmen in the American junior championships. The efficiency of these young officials has helped materially to make the tournament one of the outstanding events of the year.—Reuter.

BADMINTON

RECREIO BEAT Y.M.C.A.

Playing at home in "A" Division of the Badminton League last night, Recreio beat Chinese Y.M.C.A. 5-4.

J. J. Remedios and H. S. Goncalves (Recreio),

lost to S. Koh and C. Y. Yung 16-21

lost to C. H. Wong and G. T. Lau 6-21

beat C. Au and H. Koh 23-22

A. M. Silva and L. A. Carvalho (Recreio),

lost to Koh and Yung 18-21

beat Wong and Lau 21-13

beat Au and Koh 21-15

A. M. Rodrigues and M. A. Oliveira (Recreio),

beat Koh and Yung 21-18

lost to Wong and Lau 9-21

beat Au and Koh 21-13

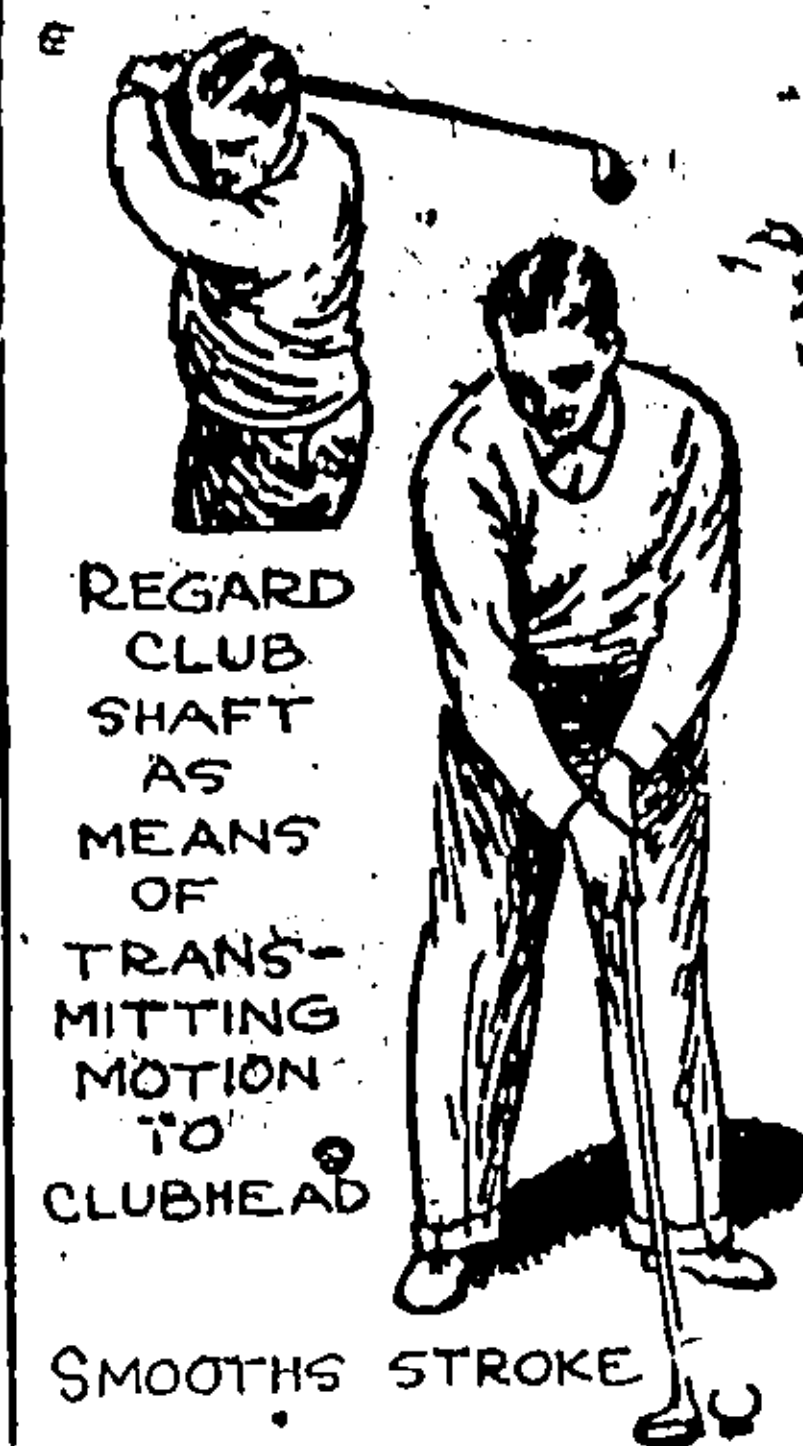
League Table

	G	P	L	W	F	A	Pts.
University "A"	4	0	4	33	3	8	
University "B"	3	1	2	18	11	4	
Recreio	5	3	2	14	31	4	
Chinese "Y"	5	5	1	16	38	2	

GAME POSTPONED

The game between University "A" and University "B", scheduled for last night, was postponed to Friday.

GRAPHIC COLE



A Mental Tip

BY BEST BELL

Golfers who rush their swing, literally snatching it up and then dashing it down might try the following cure. The idea is more mental than physical but its reaction is to induce a slower tempo in the stroke. Consider the head of the club as the implement which does the actual striking of the ball and the shaft as a medium of transmitting power.

This suggestion is somewhat like the weight on the end of a string method of swinging. The shaft like the string is thus the means by which momentum is applied to the clubhead through the medium of the hands. The tendency from such thinking when applied to the stroke means a more gradually accelerated speed. Furthermore at the top of the swing, a momentary pause is possible before the downswing starts. Stopped at this point, the descent gradually increases to come onto the ball at its highest possible speed.

Next Article:—Chin Back.

LA SALLE SPORTS

The tenth Annual Athletic meeting of La Salle College will be held on Saturday on the College ground commencing at 1 p.m.

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DEBUT RIDER'S DIVIDEND

Drizzle Again Spoils Racing At Annual Meeting

Upsets In Distant Races

DULL OVERCAST SKIES and frequent drizzle again put a damper on racing when the fourth day of the annual meeting got under way this morning.

The attendance was thin and there were not more than twenty Chinese lining the rails inside the course.

The most interesting event of the morning was the debut ride of W. Yui, inasmuch as he rode Galveston Bay into third place and paid \$128.20 for a place on the pari-mutuel. In the same race, T. W. Chattey brought Gladiator home to pay \$102.70 for a win.

Two two-mile races were run during the morning, a distance race innovation for an annual meeting, and both provided upsets. Mr. Treverton rode his own pony, Brutus, to victory in the first and paid over \$60 dividend. The champion jockey, D. Black, steered Never Never first past the post in the second.

1.—BLUE MOUNTAINS PLATE.—(First Section). — One Mile.
M.s. Chuong Ho-yen's Endeavour, 152 lb. 1
Sailbad the Sinner's Mainsail, 152 lb. (S. L. Yuen) 2
Toots's A Surprising Time, 152 lb. (D. Black) 3
17 Starters. Won by 1½ lengths; 4 lengths. Time: 26.1; 52.3; 1:20.2; 1:48.
Pari-mutuel: Winner, \$6.20; places, 1st \$5.10; 2nd \$6.00; 3rd \$5.40.

BETTING FIGURES

	Win	Place
Endeavour (Moller, 152)	1776	1706
A Surprising Time (Black, 152)	363	445
Fresh Air (Needa, 149)	132	152
Mainsail (Yuen, 152)	98	182
Newborn Star (Tao, 152)	48	75
Bona Vacantia (Sokoloff, 152)	32	106
Bendigo (Chao, 152)	20	38
Daylight (Noodt, 152)	8	18
Royal Sovereign (Botelho, 152)	7	22
Jungle Love (Liang, 151)	2	2
Archber (Gregory, 152)	1	7
A Rosy Time (Chiu, 144)	1	2
Beauford (Sequeira, 147)	1	2
Luxury (Chang, 147)	1	2
Reindeer (Tang Man-wa, 152)	1	2
Scorita (Wood, 145)	1	6
Spittire (Ho Hong-ping, 147)	1	1
2.—GRAND STAND STAKES.		
Marber's Palber, 152 lb. (L. B. Chao)	1	

HAVE YOU WON?

Race 1
No. 1776 \$1647.10
" 3142 470.60
" 1845 235.30
Unplaced runners (\$50 each), Nos.: 1883, 608, 1743, 2352, 1955, 2320, 2812, 304, 1519, 1231, 2184, 296, 2267, 1418.

Race 2
No. 318 \$2026.50
" 841 \$579.00
" 2603 \$289.50
Unplaced runners (\$50 each), Nos.: 2206, 4278, 3311, 952, 2924, 1305.

Race 3
No. 412 \$2125.90
" 3123 607.40
" 3022 303.70
Unplaced runners (\$50 each), Nos.: 3516, 3872, 1788, 1104, 4466, 3963.

Race 4
No. 4032 \$2015.30
" 2775 575.80
" 3529 287.90
Unplaced runners (\$50 each), Nos.: 1126, 255, 2852, 4281, 1913, 2919, 4, 4297, 3255, 2377, 3636, 691.

Race 5
No. 1040 \$2254.70
" 454 644.20
" 2621 322.10
Unplaced runners (\$50 each), Nos.: 4750, 5055, 4275, 2434, 1805, 4807, 4723, 1007.

Collene's Sam's Choice, 149 lb. (D. Black) 2
Kong Bros's Wonderful Scheme, 152 lb. (M. M. Sokoloff) 3
9 Starters. Won by 1 length; 1 length. Time: 27; 55.2; 1:26.
Pari-mutuel: Winner \$8.00; places, 1st \$5.20; 2nd \$5.50; 3rd \$5.80.

BETTING FIGURES
Win Place
Palber (Chao, 152) 1654 1514
Beautylight (Noodt, 152) 385 275
Iron Beauty (Liang, 152) 198 175
Sam's Choice (Black, 149) 391 603
Wonderful Scheme (Sokoloff, 152) 297 333
Eve of Deception (Coppin, 152) 31 41
Night Express (Ip Kui-ying, 152) 19 28
Eve of Paradise (Wood, 152) 8 13
Forty-Six (Ho Hong-ping, 152) 1 7

3.—LADIES' PURSE.—Two Miles.
G. Treverton's Brutus, 135 lb. (G. Treverton) 1
Billy's Springhurst, 149 lb. (W. G. Poy) 2
Marber's Connieber, 149 lb. (H. S. Chang) 3
9 starters. Won by 3 lengths; ½ length. Time: 28.3; 56; 1:24; 1:53.4; 2:24.3; 2:54.3; 3:22.4; 3:51.4.
Pari-mutuel: Winner \$64.70; places, 1st \$21.60; 2nd \$23.10; 3rd \$94.20.

BETTING FIGURES
Win Place
Piccadilly Jim (Chao, 159) 2545 1909
Triumphphant Day (Tao, 150) 803 863
Springhurst (Poy, 149) 417 281
Brutus (Treverton, 135) 345 306
Vixen Tor (Noodt, 147) 388 284
Beautylight (Moller, 149) 265 198
Devonian (Black, 142) 206 265
Connisber (Chang, 149) 80 57
A Roaring Time (Botelho, 147) 15 21

4.—JOCKEY CUP.—About One Mile 174 Yards.
Eve's Gladiator, 145 lb. (T. W. Chattey) 1
Eu Tong Sen's Potentate, 149 lb. (Chiu Ki-fan) 2
T. K. L's Galveston Bay, 140 lb. (W. Yui) 3
15 starters. Won by ½ length; 3 lengths. Time: 11.4; 40; 1:11; 1:42.3; 2:13.3.
Pari-mutuel: Winner \$102.70; places, 1st \$38.70; 2nd \$32.40; 3rd \$128.20.

BETTING FIGURES
Win Place
Eve of Folly (Wood, 159) 1215 887
Emergency Unit (Lee, 140) 919 828
Jane Doe (Yeung, 151) 552 645
Rose Jane (Coppin, 152) 311 243
Potentate (Chiu Ki-fan, 149) 1

5.—WARREGO PLATE.—Two Miles.
Mrs. B. Hal's Never-Never, 152 lb. (D. Black) 1
C. C. F's Santa-Anita, 152 lb. (S. C. Liang) 2
L. W. S's Corsair, 149 lb. (P. P. Botelho) 3
11 Starters. Won by two lengths; many. Time: 26.2; 55.4; 1:25; 1:55.2; 2:25.2; 2:54.4; 3:26; 3:55.1.
Pari-mutuel: Winner \$27.60; places, 1st \$9.50; 2nd \$6.70; 3rd \$13.10.

BETTING FIGURES
Win Place
Santa-Anita (Liang, 152) 2147 1456
King's Flight (Needa, 152) 1169 922
Never-Never (Black, 152) 834 537
The Hawk (Davis, 152) 284 295
Corsair (Botelho, 149) 252 300
Angel of Glory (Tao, 152) 248 356
Moonlight (Noodt, 149) 218 243
Casino (Gregory, 149) 29 58
National Blessings (Yuen, 152) 19 38
Wayworth (Fielden, 170) 11 56
Friday (Chang, 149) withdrawn

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Distant View (H. C. Pih up) which scored his third straight win yesterday in the Chater Cup. Distant View was expected to be given a severe test this afternoon by Sapper in the Australian Champions.

STOP PRESS

6.—ADELAIDE HANDICAP.—One Mile.

G. Tinson's Longdon, 135 lb. (F. Noodt) 1
Ellandee's Roofly, 159 lb. (V. V. Needa) 2
I. M. M. F's A Good Time, 135 lb. (H. S. Chang) 3
13 Starters. Won by 5 lengths; 2 lengths. Time 27.2; 55; 1:23; 1:52.2.
Pari-mutuel: winner \$12.30; places, 1st \$7.10; 2nd \$8.90; 3rd \$13.30.

Cash Sweep

Race 6
No. 346 \$2532.60
" 3025 \$723.60
" 3476 \$361.80
Unplaced runners (\$50 each), Nos.: 1755, 4984, 4557, 5427, 3554, 698, 4549, 1893, 1754, 4086.

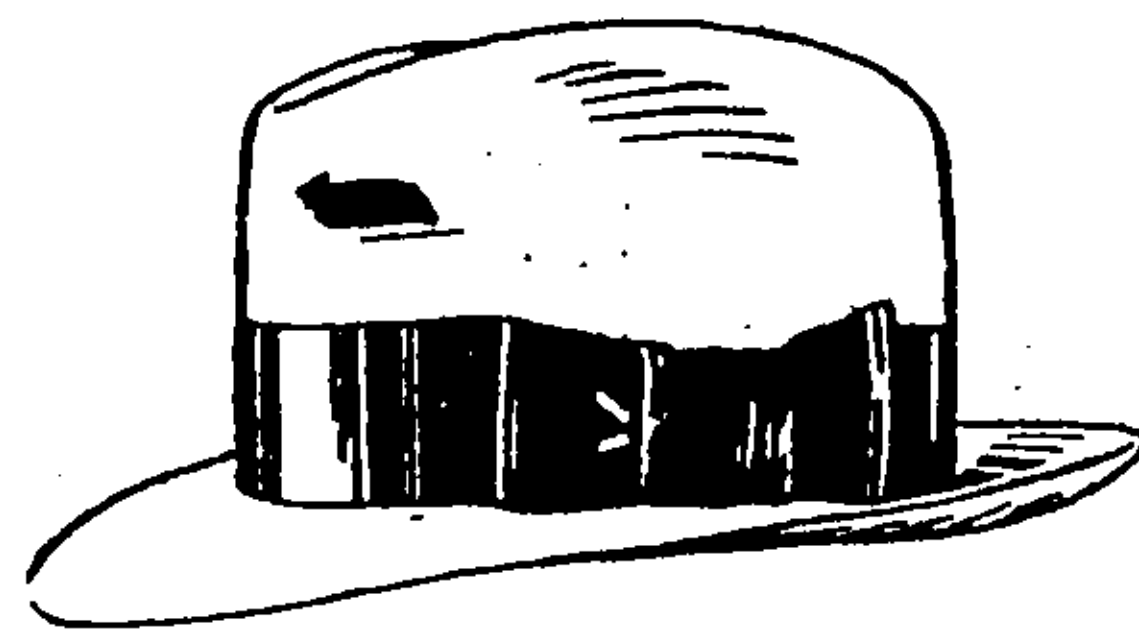


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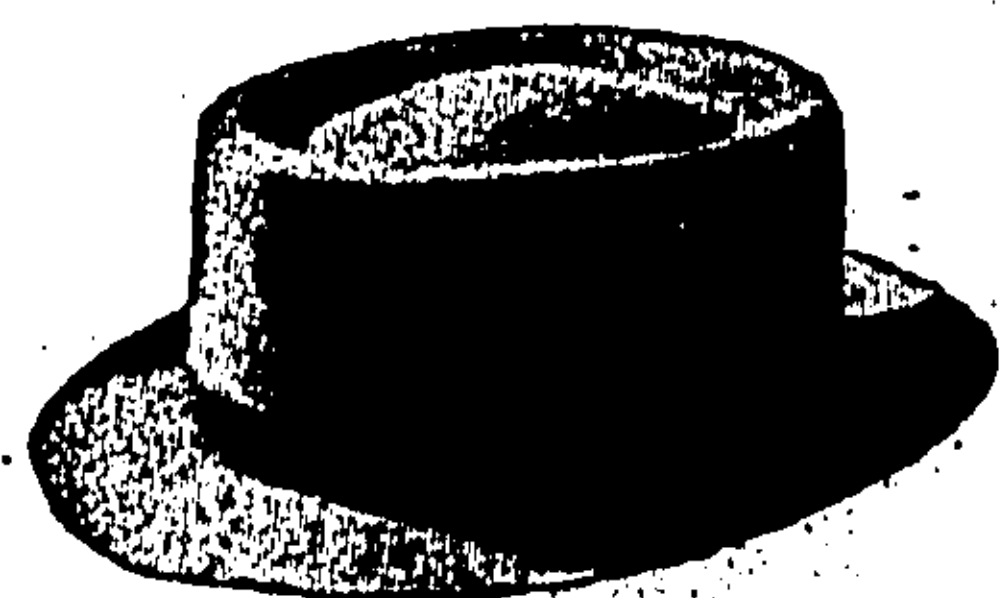


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CONFUSION BAY WINS CHAMPIONS IN GRAND RACE

Brilliant Last Quarter After Racylight Runaway

MR. T. K. LI BROUGHT OFF THE COVETED RACING "DOUBLE" TO-DAY AT THE VALLEY WHEN, IN DULL AND THREATENING WEATHER AND BEFORE A VERY SMALL CHAMPIONS DAY CROWD, HIS CONFUSION BAY, RIDDEN BRILLIANTLY BY MR. DONALD BLACK, THE CHAMPION JOCKEY, WON THE CHAMPION STAKES BY 2 LENGTHS FROM MR. ERIC MOLLER'S NAVYLIGHT (MR. CHRIS MOLLER UP).

Mr. Moller's Racylight attempted a runaway victory and was caught only over the last 50 yards in an exciting finish. The track was on the heavy side and this accounted for O-Lan's failure - it came third.

Sapper defeated Distant View in the Australian Champions.

Highlight of the earlier events was the race for the Jockey Cup, which provided two three-figure dividends, Eve's Gladiator (Mr. Chatley) winning to pay \$102.70 and T. K. L.'s Galveston Bay (Mr. Yui) placing third to pay \$128.20. It was Mr. Yui's first race on the Valley track.

Bleak and cheerless weather welcomed the early arrivals at the Valley this morning and the few present were soon forced to take cover when rain fell just before the first race.

The shower had, however, stopped before the 17 starters went out for the first section of the Blue Mountains Plate, for which Mrs. Chuong Ho-yen's Endeavour (Mr. Moller) was made hot favourite.

Spitfire Left

Spitfire was left badly at the start and was almost the length of the home straight behind Endeavour when it passed the post first, 1½ lengths ahead of Mainsail.

A Surprising Time, Endeavour, Daylight, Newborn Star and Archer were to the fore in the early stages. At the football stands, A Surprising Time was leading, followed by Endeavour, Bona Vacantia and Newborn Star, but in the back straight Mainsail went up with a rush and was second to Endeavour at the ¼-mile starting gate. Endeavour entered the home stretch with a small lead over Mainsail, with A Surprising Time not far behind, and this was the order in which they finished, with Royal Sovereign fourth and Fresh Air fifth.

Marber Breaks "Duck"

The popular Marber stable recorded their first success of the year when Palber, hot favourite and capably ridden by Mr. Chao, won the Grand Stand Stakes by a length from Sam's Choice, which came through very fast over the last 200 yards.

Iron Beauty was first away from the gate, followed by Wonderful Scheme, Beautylight and Palber, which drew third position. Sam's Choice, which drew the rails position, was caught napping at the

THE CASH SWEEPS

Following are the winning numbers in the Cash Sweeps:

Race 1
No. 1776 \$1647.10
" 3142 470.60
" 1845 235.30
Unplaced runners (\$50 each),
Nos.: 1983, 608, 1743, 2352, 1955, 2320, 2812, 304, 1519, 1231, 2184, 296, 2267, 1418.

Race 2
No. 318 \$2026.50
" 841 \$579.00
" 2603 \$289.50
Unplaced runners (\$50 each),
Nos.: 2206, 4278, 3311, 952, 2921, 1305.

Race 3
No. 412 \$2125.90
" 3123 607.40
" 3022 303.70
Unplaced runners (\$50 each),
Nos.: 3516, 3872, 1788, 1104, 4466, 3963.

Race 4
No. 4032 \$2015.30
" 2775 575.80
" 3529 287.90
Unplaced runners (\$50 each),
Nos.: 1126, 255, 2852, 4281, 1913, 2919, 4, 4297, 3255, 2377, 3636, 691.

Race 5
No. 1040 \$2254.70
" 454 644.20
" 2621 322.10
Unplaced runners (\$50 each),
Nos.: 4750, 5055, 4275, 2434, 1805, 4807, 4723, 1007.

Race 6
No. 340 \$2532.60
" 3025 \$723.60
" 3476 \$361.80
Unplaced runners (\$50 each),
Nos.: 1755, 4984, 4557, 5427, 3554, 698, 4549, 1893, 1754, 4086.

Race 7
No. 1846 3096.10
" 1053 \$834.60
" 6233 442.30
Unplaced runners (\$50 each),
Nos.: 5839.

Race 8
No. 1254 \$3175.20
" 5838 907.20
" 6389 453.60
Unplaced runners (\$50 each),
Nos.: 2974, 6299, 5113.

Race 9
No. 2509 \$3259.90
" 1233 \$931.40
" 1136 \$465.70
Unplaced runners (\$50 each),
Nos.: 1412 and 5903.

Race 10
No. 841 \$3210.20
" 4733 \$917.20
" 5803 458.60
Unplaced runners (\$50 each),
Nos.: 2118, 5577.

Race 11
No. 3543 \$2994.60
" 5652 855.60
" 4298 427.80
Unplaced runners (\$50 each),
Nos.: 5085, 5331, 5404, 2324, 6594, 4392, 4975, 1632, 3172, 573, 5025.

DETAILED RESULTS IN
PAGES TWO AND THREE.

SUGGESTIONS — — FOR RACE WEEK

ROAST RIBS OF BEEF	\$2.00 per lb.
ROAST LEGS OF PORK	\$1.20 per lb.
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(With Thyme & Parsley Stuffing)	
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PRESSED TONGUE	\$2.00 per lb.
PRESSED BEEF	.95 per lb.
PRESSED PORK	.90 per lb.

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FIREWOOD PRICE CONTROL ORDER

An Order was issued by the Stores Controller this afternoon, and published in a Government Gazette Extraordinary fixing a maximum price for firewood.

The maximum price, until further Order, is Forty Cattles Per Dollar.

JAPANESE SHOT IN HONGKEW

After several weeks' respite, Chinese terrorists resumed their activities in Hongkew at two o'clock this afternoon when two Chinese gunmen fired on two Japanese corporals, wounding one.

It is reported that one of the gunmen was arrested by the Japanese authorities.

Communication between Hongkew and the remainder of the Settlement has been cut off as all bridges have been closed to traffic by the Japanese. — Reuter.

WEATHER FORECAST:—North-east winds, fresh to strong; cloudy generally, probably rain later.

(Continued on Back Page)

TO-DAY'S RACING RESULTS

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Complete details of to-day's racing are as follows:

1.—BLUE MOUNTAINS PLATE.—(First Section). —One Mile.

Mrs. Chuong Ho-yen's Endeavour, 152 lb. (C. B. Moller)	1
Sailbad the Sinner's Mainsail, 152 lb. (S. L. Yuen)	2
Toots's A Surprising Time, 152 lb. (D. Black)	3

17 Starters. Won by 1½ lengths; 4 lengths. Time: 26.1; 52.3; 1.20.2; 1.48.

Pari-mutuel: Winner, \$6.20; places, 1st \$5.10; 2nd \$6.00; 3rd \$5.40.

BETTING FIGURES

	Win	Place
Endeavour (Moller, 152)	1776	1706
A Surprising Time (Black, 152)	363	445
Fresh Air (Needa, 149)	132	152
Mainsail (Yuen, 152)	98	182
Newborn Star (Tao, 152)	48	75
Bona Vacantia (Sokoloff, 152)	32	106
Bendigo (Chao, 152)	20	38
Daylight (Noodt, 152)	8	18
Royal Sovereign (Botelho, 152)	7	22
Jungle Love (Liang, 151)	2	2
Archber (Gregory, 152)	1	7
A Rosy Time (Chiu, 144)	1	2
Beauford (Sequeira, 147)	1	2
Luxury (Chang, 147)	1	2
Reindeer (Tang Man-wa, 152)	1	2
Senorita (Wood, 145)	1	0
Spitfire (Ho Hong-ping, 147)	1	1

2.—GRAND STAND STAKES.—Six Furlongs.

Marber's Palber, 152 lb. (L. B. Chao)	1
Collene's Sam's Choice, 149 lb. (D. Black)	2
Kong Bros's Wonderful Scheme, 152 lb. (M. M. Sokoloff)	3

9 Starters. Won by 1 length; 1 length. Time: 27; 55.2; 1.26. Pari-mutuel: Winner \$8.00; places, 1st \$5.20; 2nd \$5.50; 3rd \$5.80.

BETTING FIGURES

	Win	Place
Palber (Chao, 152)	1654	1514
Beautylight (Noodt, 152)	385	275
Iron Beauty (Liang, 152)	198	175
Sam's Choice (Black, 149)	391	603
Wonderful Scheme (Sokoloff, 152)	297	333
Eve of Deception (Coppin, 152)	31	41
Night Express (Ip Kul-ying, 152)	19	28
Eve of Paradise (Wood, 152)	8	13
Forty-Six (Ho Hong-ping, 152)	1	7

3.—LADIES' PURSE.—Two Miles.

G. Treverton's Brutus, 135 lb. (G. Treverton)	1
Billy's Springhurst, 149 lb. (W. G. Poy)	2
Marber 1's Connieber, 149 lb. (H. S. Chang)	3

9 starters. Won by 3 lengths; ½ length. Time: 28.3; 56; 1.24; 1.53.4; 2.24.3; 3.22.4; 3.51.4. Pari-mutuel: Winner \$64.70; places, 1st \$21.60; 2nd \$23.10; 3rd \$94.20.

BETTING FIGURES

	Win	Place
Piccadilly Jim (Chao, 159)	2545	1909
Triumphphant Day (Tao, 150)	803	863
Springhurst (Poy, 149)	417	281
Brutus (Treverton, 135)	345	308
Vixen Tor (Noodt, 147)	388	284
Busylight (Moller, 149)	265	198
Devonian (Black, 142)	206	265
Connisber (Chang, 149)	80	57
A Roaring Time (Botelho, 147)	15	24

4.—JOCKEY CUP.—About One Mile 171 Yards.

Eve's Gladiator, 145 lb. (T. W. Chattey)	1
Eu Tong Sen's Potentate, 149 lb. (Chiu Ki-fan)	2
T. K. L.'s Galveston Bay, 140 lb. (W. Yui)	3

15 starters. Won by ½ length; 3 lengths. Time: 11.4; 40; 1.11; 1.42.3; 2.13.3. Pari-mutuel: Winner \$102.70; places, 1st \$38.70; 2nd \$32.40; 3rd \$128.20.

BETTING FIGURES

	Win	Place
Eve of Folly (Wood, 159)	1215	887
Emergency Unit (Lee, 140)	919	828
Jane Doe (Yeung, 151)	552	645
Rose Jane (Coppin, 152)	311	243
Potentate (Chiu Ki-fan, 149)	258	198
Advancing Time (Hoo, 150)	225	339
Strathbannock (Silva, 140)	204	282
Gladiator (Chattey, 145)	182	161
Just In Time (Li, 147)	173	211
Rose Queen (Sequeira, 135)	78	129
Gunness Time (Ho, 135)	60	70
Galveston Bay (Yui, 140)	26	44
Celtic Star (Chui, 135)	17	42
Taxing Master (Chanson Fong, 142)	11	37
Rose Evelyn (Lo, 143)	9	30

5.—WARREGO PLATE.—Two Miles.

Mrs. B. Hall's Never-Never, 152 lb. (D. Black)	1
C. C. F.'s Santa-Anita, 152 lb. (S. C. Liang)	2
L. W. S.'s Corsair, 149 lb. (P. P. Botelho)	3

11 Starters. Won by two lengths; many. Time: 20.2; 55.4; 1.25; 1.65.2; 2.25.2; 2.54.4; 3.26; 3.55.1. Pari-mutuel: Winner \$27.60; places, 1st \$9.50; 2nd \$6.70; 3rd \$13.10.

BETTING FIGURES

	Win	Place
Santa-Anita (Liang, 152)	2147	1456
King's Flight (Needa, 152)	1109	922
Never-Never (Black, 152)	834	537
The Hawk (Davis, 152)	284	205
Corsair (Botelho, 149)	252	300
Angel of Glory (Tao, 152)	243	356
Moonlight (Noodt, 149)	218	243
Casino (Gregory, 149)	29	58
National Blessings (Yuen, 152)	19	38
Wayworth (Fielden, 170)	11	56
Friday (Chang, 149)	withdrawn	

6.—ADELAIDE HANDICAP.—One Mile.

G. Tinson's Longdon, 135 lb. (F. Noodt)	1
Ellandee's Roofly, 159 lb. (V. V. Needa)	2
I. M. M. F.'s A Good Time, 135 lb. (H. S. Chang)	3

BETTING FIGURES

	Win	Place
Longdon (Noodt, 135)	1655	1430
Roofly (Needa, 159)	691	758
A Good Time (Chang, 135)	396	359
National Victory (Tao, 159)	394	430
Amber H (Gregory, 150)	268	298
Colorado Star (Davis, 137)	234	292
A Green Time (Liang, 159)	222	258
Sea Urchin (Black, 141)	247	337
Surprise Again (Chao, 150)	230	238
Ruby Star (Botelho, 159)	136	146
Dick Turpin (Yuen, 140)	98	171
Rising Star (K. I. Ip, 159)	60	91
Forehand Drive (Sequeira, 133)	9	18

7.—AUSTRAL HOPEFUL STAKES.—1¼ Miles.

Pearstun's Marsh Warbler, 152 lb. (D. Black)	1
Lan's Mountain View, 152 lb. (H. C. Pih)	2
Why's National Courage, 152 lb. (B. L. Tao)	3

4 Starters. Won by 2½ lengths; many. Time: 32; 1.03.1; 1.34; 2.01.1; 2.29.4; 2.57; 3.25.1. Pari-mutuel: Winner \$12.00; places, 1st \$7.50; 2nd \$12.20.

BETTING FIGURES

	Win	Place
Gay Fox (Poy, 152)	1915	684
Marsh Warbler (Black, 152)	1614	628
Mountain View (Pih, 152)	534	214
National Courage (Tao, 152)	335	129

8.—CHAMPION STAKES.—1¼ Miles.

T. K. L.'s Confusion Bay, 152 lb. (D. Black)	1
Cire's Navylight, 152 lb. (C. B. Moller)	2
T. K. L.'s O-Lan, 149 lb. (V. V. Needa)	3

6 Starters. Won by 2 lengths; 1 length. Time: 27.4; 55.1; 1.24.3; 1.55.1; 2.26.2. Pari-mutuel: Winner \$15.30; places, 1st \$5.80; 2nd \$6.30; 3rd \$5.50.

BETTING FIGURES

	Win	Place
O-Lan (Needa, 149)	2631	1907
Confusion Bay (Black, 152)	1935	1244
Eve of Harvest (Davis, 149)	892	686
Navylight (Moller, 152)	801	745
Racylight (Noodt, 152)	299	324
Dupont Bay (Sokoloff, 152)	137	181

9.—AUSTRALIAN PONIES CHAMPIONS.—1¼ Miles.

Mrs. Grasett's Sapper, 152 lb. (W. H. S. Davis)	1
Lan's Distant View, 152 lb. (H. C. Pih)	2
Vilaja's Viceroy, 152 lb. (D. Black)	3

5 Starters. Won by 3 lengths; 5 lengths. Time: 25.3; 51.3; 1.20; 1.48.2; 2.17. Pari-mutuel: Winner \$8.60; places, 1st \$5.40; 2nd \$5.60.

BETTING FIGURES

	Win	Place
Sapper (Davis, 152)	3520	1457
Distant View (Pih, 152)	2647	1153
Viceroy (Black, 152)	431	369
Baffin Bay (Needa, 152)	277	182
Fleetwing (Poy, 152)	117	92

10.—TYRO STAKES.—One Mile.

Cire's Velvetlight, 159 lb. (C. B. Moller) 1
T. K. L.'s Oolong, 159 lb. (G. Pollock) 2
Marber 1's Charlesber, 152 lb. (L. B. Chao) 3

5 Starters. Won by ½ length; many lengths. Time: 29.3, 59, 1.29.3, 1.58.1. Pari-mutuel: Winner \$13.40; place, 1st \$5.40; 2nd \$5.40.

BETTING FIGURES

	Win	Place
Oolong (159, G. Pollock)	2876	1030
Velvetlight (159, Moller)	1836	989
World Fair View (159, Pih)	606	252
Charlesber (152, Chao)	159	110
Odeon (152, Needa)	103	84

(Continued on Page 3)

MUTT AND JEFF



"King Of The Turf"

Sir Paul Chater's Clean Sweep: Retires, & Returns

By "Paul Gregory"

THE turf everywhere has produced its quota of ardent enthusiasts who by their support of events of the track, make racing history, and thus in the annals of sport achieve an undying fame.

Hong Kong has not been behind England and America in the interest taken in its race-meets, and from the earliest days to the present, a succession of owners have contributed to the enhancement of the "Sport of Kings."

Perhaps the most famous of the personalities of the Happy Valley race-course have been Sir Paul Catchick Chater and his life-long friend and business associate, Sir Hormusjee Mody.

These men have been "Kings of the Turf" in every sense of the word, and the triumphs of steeds from their stables are still discussed at the present day.

Sir Paul Chater was an especially keen race-goer, and it was his boast that he had never missed a race-meet since his arrival in the Colony in April 1864, as a strippling of 13 from Calcutta to seek his fortune.

Horse-racing always exerted a tremendous attraction for him, and it is a remarkable coincidence that the practically penniless youth from India who first attended the races at Happy Valley in February 1865, standing in the glaring heat of the sun to gaze fascinated at the sleek English thoroughbreds, the nimble China ponies and the last of the Arabs, should less than 30 years later himself own the leading stable in the Colony.

Fifteen Winners With Ten Entries

IN February 1884, he won 15 races with 10 different ponies out of a string of 13 which were running with his colours.

His wins comprised such outstanding events as the Ashley Cup, Hong Kong Derby, Maharajah Cup, Foochow Cup, German Cup, Parsee Cup, Professional Cup, Driving Cloud Cup, Brokers' Cup, Flyaway Stakes, Farewell Cup, Navy Plate, Garrison Cup, Consolation Stakes and Champion Stakes.

In addition, two ponies trained in his stable—one for his partner, Hormusjee Mody, and the other for his brother, T. Chater—each won a race, thus making seventeen wins for his stable out of a total of 26 races run during the three days of the meeting.

So delighted was Sir Paul at the success of his steeds on the course that he decided to rest on his laurels, and allow his partner to reap future harvests of acclaim in the racing circles of the Colony.

Thus, Sir Hormusjee Mody became his successor as "King of the local Turf," and for more than 30 years newspapers laid special stress on the number of winners led in by him past the Grand Stand.

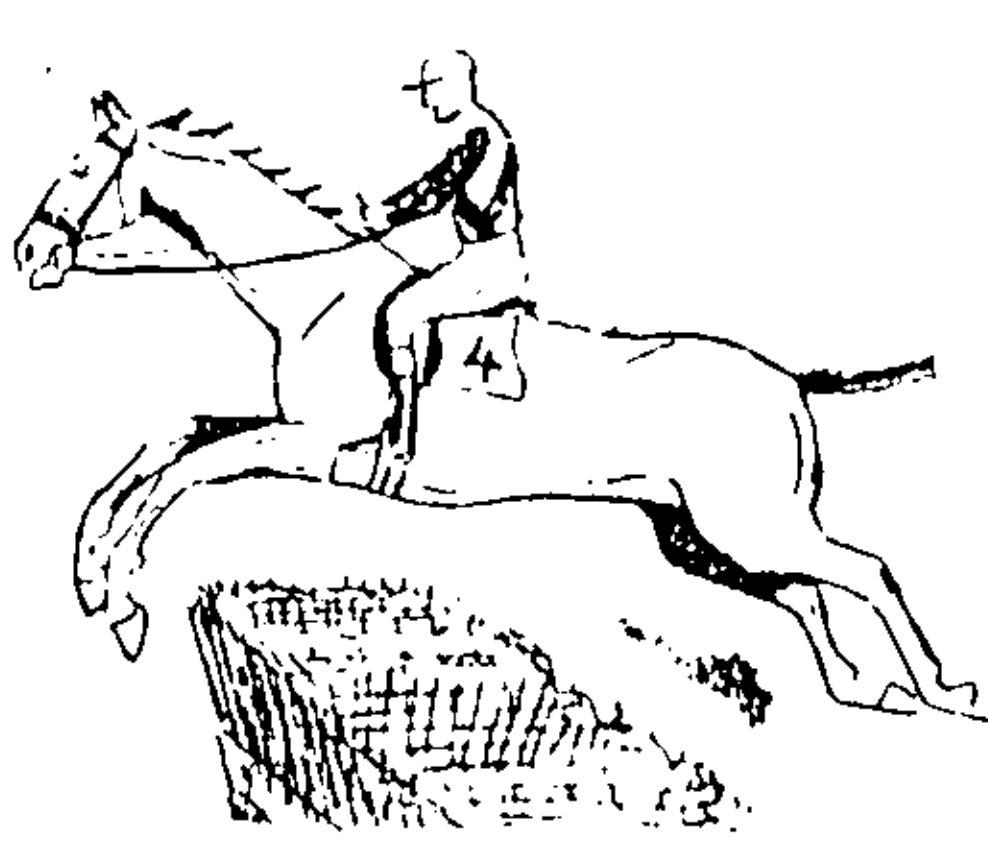
But with the death of Sir Hormusjee in 1911, Sir Paul Chater felt it incumbent upon himself to

again take part in racing activities, and his "Dahila" stable became famous. At the Annual Meeting in February 1923, he won 14 out of the 33 events on the programme. His successes were: The Maiden Stakes, Victoria Stakes, Valley Stakes, Trial Plate, Kaigan Plate, Hong Kong Derby, Subscription Griffins' Challenge Cup, Governor's Cup, Challenge Cup, Grand Stand Stakes, Great Southern Stakes, Hong Kong Stakes, Phaethon Stakes, and "Rialto" Stakes.

Culmination Of Punter's Desire

WHEN the final farewell of this great "King of the Turf" was brought about by his death on May 27, 1926, the Colony lost its "Grand Old Man" and the world of local sport one who had for more than fifty years been its keenest enthusiast.

To-day, the names of Sir Paul Chater and Sir Hormusjee Mody are perpetuated in local racing, recalling the thrilling events of the Happy Valley course when the combination of a pony from their stables and a good rider was considered to be the culmination of every racing man's desire—a "dead cert."



TWO ENQUIRIES

Two notices appeared on the Notice Board at the Jockey Club this afternoon: as follows.

SECOND DAY—12TH RACE WAKOOL HANDICAP

The Stewards held a preliminary enquiry into the cause of the accident in the above race, involving the ponies "Melody Star" and "Fair Chance."

The enquiry was adjourned pending further investigation.

FIRST DAY—7TH RACE CORAL HANDICAP

On holding an adjourned enquiry into the cause of the accident in the above race, when "Jungle Princess" fell at the 7 furlong post, the Stewards were satisfied with the explanations given by the jockey.



Distana View (H. C. Pih up) which scored his third straight win yesterday in the Chater Cup. Distana View was expected to be given a severe test this afternoon by Sagen in the Australian Champions.

Complete Champions Winners

- Following is a complete list of winners of the Champions since the race was inaugurated in 1870—
- 1870—Mr. Amoy's Panic (Allen) in 3.32.
 - 1871—Alchemist in 3.30 (No record of Owner's & Jockey's names).
 - 1872—Gratitude in 3.27½ (No record of Owner's & Jockey's names).
 - 1873—Mr. Sebroff's Snowdrift (Rising) in 3.30.
 - 1874—Mr. Henry's Vis-a-vis (Dunn) in 3.29½.
 - 1875—Mr. Fohkien's Benachie (Gore Booth) in 3.36½.
 - 1876—Mr. Pye's Scamp (Viset D'Arnoux) in 3.25½.
 - 1877—Mr. Skelton's Cock Robin (Tennant) in 3.25.3.
 - 1878—Mr. Hickling's Scylla (Tennant) in 3.30.1.
 - 1879—Mr. St. George's Strathavon (Lewis) in 3.18.3.
 - 1880—Mr. Henry's Cumshaw (Ogle) in 3.31.
 - 1881—Mr. Kerfoot's Wild Eddy (Hutchings) in 3.20.1.
 - 1882—Mr. Paul's Taj Mahal (Ogle) in 3.18.
 - 1883—Mr. Paul's Prejudice (Nickels) in 3.15.
 - 1884—Mr. Paul's Rose (Nickels) in 3.18.1.
 - 1885—Mr. John Peel's Conqueror (Bell-Irving) in 3.35.1.
 - 1886—Mr. John Peel's Conqueror (Reynell) in 3.16.
 - 1887—Mr. John Peel's Mistletoe (Hough) in 3.15.1.
 - 1888—Mr. John Peel's Tioga (Hough) in 3.34.
 - 1889—Mr. John Peel's Orlando (Hough) in 3.12.1.
 - 1890—Mr. Buxey's Home Guard (Pond) in 3.16.1.
 - 1891—Mr. Sassoon's Zephyr (Sassoon) in 3.13.1.
 - 1892—Mr. Sassoon's Hero (Sassoon) in 3.23.
 - 1893—Mr. Henrich's Black Pearl (Midwood) in 3.14.1.
 - 1894—Mr. Boyd's Dunoon (Hart Buck) and Mr. Taylor's Dare Devil (Taylor) dead-heated in 3.12.3.
 - 1895—Mr. John Peel's Torchlight (Master) in 3.15.
 - 1896—Mr. Newman's Standard (Burkill) in 3.32.
 - 1897—Messrs. McKie & Gove's Roitelet (Crawford) in 3.18.2.
 - 1898—Mr. Hopeful's Yenisei (W. W. Cox) in 3.14.1.
 - 1899—Mr. Hopeful's Tyne (W. W. Cox) in 3.16.
 - 1900—Mr. Dorset's Pluto (Greson) in 2.48.1.
 - 1901—Mr. Dryasdust's Sinbad (Crawford) in 2.47.2.
 - 1902—Mr. Buxey's Rare Rose (W. W. Cox) in 2.39.2.
 - 1903—Mr. G. H. Potts' Pandur (Burkill) in 2.42.
 - 1904—Mr. Buxey's Coronet Rose (W. W. Cox) in 2.39.4.
 - 1905—John Peel's Colswold (Moller) in 2.43.2.
 - 1906—Mr. Buxey's Triumph Rose (Hayes) in 2.56.4.
 - 1907—Mr. Buxey's Triumph Rose (Dupree) in 2.38.3.
 - 1908—Mr. Buxey's Spring Rose (G. Master) in 2.36.
 - 1909—Mr. Buxey's Little Gem Rose (Burkill) in 2.36.3.
 - 1910—Mr. Buxey's Little Gem Rose (Burkill) in 2.34.1.
 - 1911—Mr. Buxey's Coronation Rose (Burkill) in 2.34.2.
 - 1912—Capt. Hope's Capello (Dupree) in 2.43.3.
 - 1913—Mr. Ellis Kadoorie's Fijian Chief (Johnstone) in 2.44.1.
 - 1914—Mr. John Peel's President (Heard) in 2.34.4.
 - 1915—Sir Paul's Perfection Dahila (Burkill) in 2.35.
 - 1916—Sir Paul's Triumphant Dahila (Vida) in 2.33.2.
 - 1917—Mr. Ezra's Triumph (Ezra) in 2.08.3.
 - 1918—No Race. Meeting. Called off on account of the Great Race-Course Fire.
 - 1919—Mr. John Peel's Night Hawk (Johnstone) in 2.38.4.
 - 1920—Mr. G. H. Potts' Mighty King (Hill) in 2.41.
 - 1921—Mr. John Peel's Silver Streak (Johnstone) in 2.33.4.
 - 1922—Messrs. Potts & Hayim's Allied King (Hill) in 2.38.3.
 - 1923—Mr. H. Sassoon's Roman Republic (Heard) in 2.35.4.
 - 1924—Messrs. Stephen & Stitt's Cock o' the North (Brand) in 2.57.
 - 1925—Mr. John Peel's Local Option (Maitland) in 2.34.3.
 - 1926—Mr. B. D. F. Beith's Local Option (Maitland) in 2.33.4.
 - 1927—Mr. Dynasty's King of Hearts (Haimovitch) in 2.34.2.
 - 1928—Mr. L. Dunbar's Elliot Bay (Maitland) in 2.32.4.
 - 1929—Mr. Dunbar's Sitting Bull (Hill) in 2.37.
 - 1930—Mr. L. Dunbar's Diana Bay (Hill) in 2.28.
 - 1931—Mr. L. Dunbar's Diana Bay (Hill) in 2.30.2.
 - 1932—Mr. L. Dunbar's Diana Bay (Hill) in 2.31.1.
 - 1933—Mr. L. Dunbar's Liberty Bay (Hill) in 2.24.0 (Record).
 - 1934—Mr. L. Dunbar's Liberty Bay (Frost) in 2.36.2.
 - 1935—Mr. L. Dunbar's Liberty Bay (Frost) in 2.25.3.
 - 1936—Mr. L. Dunbar's Liberty Bay (Frost) in 2.43.2.
 - 1937—Mr. Dynasty's King's Ward-en (Marshall) in 2.28.
 - 1938—Mr. Clre's Sulky Light (Moller) in 2.24.3.
 - 1939—Mr. E. H. Tong-sen's Rose Elect (Encarnacao) in 2.24.
 - 1940—Mr. Quartermaster's Burford (Pih) in 2.20.1 (Record).

TO-DAY'S RESULT

(Continued from Page 2.)

11.—AUSTRAL GRAND STAND STAKES—About Half Mile 170 Yards.

- Cire's Starlight, 152 lb. 1 (C. B. Moller)
 - Lee Bros's Nomine Poenae, 152 lb. 2 (L. B. Chao)
 - T. & E's Hascosay, 152 lb. 3 (W. H. S. Davis)
- 14 Starters. Won by ½ length; Short Head. Time: 10.1; 35.2; 1.02. Pari-mutuel: Winner \$20.50; places, 1st \$8.80; 2nd \$6.10; 3rd \$3.180.

BETTING FIGURES

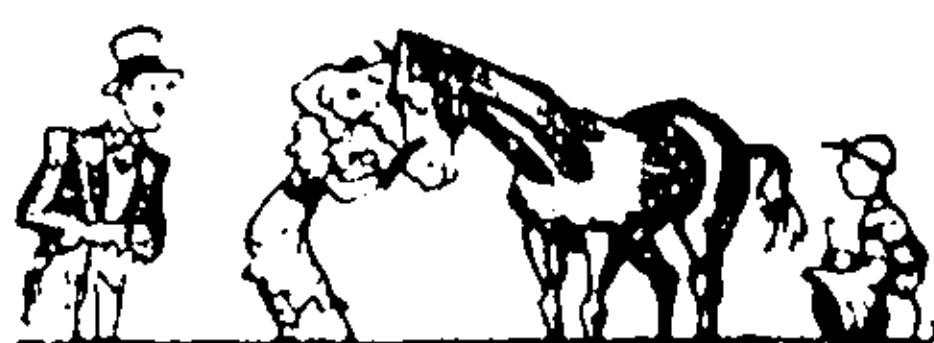
	Win	Place
Nomine Poenae (152, Chao)	2238	1381
Starlight (152, Moller)	1662	1113
Misty View (152, Pih)	843	735
Eocus Standi (152, Sokoloff)	799	664
Canberra (149, Black)	736	695
Tropicak Love (152, Liang)	663	540
King's Welcome (149, Needa)	377	395
Hascosay (152, Davis)	137	157
Gloaming (152, Foy)	99	97
A Luxuriant Time (152, Hearne)	54	81
Vanguard (152, Bo-telha)	49	92
Rallo Decidendi (152, Lee)	10	69
Amusement Tax (152, Chang)	10	41
Subpoena (152, Tang Man-wa)	7	17

FAMOUS RIDERS OF THE PAST



BLUE MOUNTAINS PLATE WINNERS

Following is a list of winners of the Blue Mountains Plate since it was inaugurated in 1932:—
 1932—Sunlight (Frost) in 2.28.
 1933—City of Brisbane (Butler) in 2.26.1.
 1934—Bag Tor (T. L. Wong) in 2.26.3.
 1935—Herod (Davis) in 1.58.4.
 1936—A Grand Time (Pote-Hunt) in 2.33.1.
 1937—Home Brew (Ralph) in 2.17.1.
 1938—Murray River (Maitland) in 2.22.2.
 1939—Lalfat That, now Happy Landings (Davis) in 2.20.
 1940—Viceroy (Needa) in 2.16.
 This year's event is for 1941 Australian subs.



ADELAIDE STAKES WINNERS

Following is a list of winners of the Adelaide Stakes over the last 10 years:—
 1931—Kileea (Proulx) in 1.24.4.
 1932—Kileea (Tung) in 2.09.1.
 1933—Polar Star (Li) in 2.04.2.
 1934—Racing Heart (Pih) in 2.06.4 (Record).
 1935—Racing Heart (Heard) in 1.58.3 (Record).
 1936—Shooting Star (Frost) in 2.10.1.
 1937—Electron (Deitz) in 1.55.4 (Record).
 1938—Lancashire Chips (Black) in 1.57.2.
 1939—Gypsy Love (Tao) in 1.57.4.
 1940—Courtney Eve (Pih) in 1.44.4.
 It is to be noted that as from 1940 the title of this event was changed to the Adelaide Handicap.

TWO NEW EVENTS

The Austral Hopeful Stakes, for Australian ponies, griffins of this Meeting, winners barred, over 1 1/2 miles, and the Austral Grand Stand Stakes, to be run under the same conditions from the 1 1/2-Mile Post, have been introduced for the first time at the Annual Race Meeting.

Hough Reduces Weight By 21 lb. To Ride In Races: "Wild" Harry's Versatility

SUCCESS on the turf depends as much on the skill of the rider as on the stamina and spirit of the steed, and judicious horsemanship is the deciding factor in nearly every race. While this is true of horse-racing everywhere, it is specially significant of the local sport, for Hong Kong has never permitted professional jockeys to take part in racing events, but has depended on the interest of keen amateurs to provide a sufficiency of riders.

This has been the practice in local horse-racing from the beginning. Hong Kong gentlemen riders have always been distinguished by their whole-hearted devotion to the cause of sport. They have been imbued with the desire to ride the races with the sole object of doing prejudice to other competitors.

As might be expected with the development of racing in Hong Kong the first jockeys were either officers belonging to the garrison or members of the local commercial community. Many well-known personalities of old Hong Kong deemed it the greatest honour to don silk and participate in the races, riding their own horses or those of friends with equal impartiality.

Jardine's Taipan Among Most Famous

ONE of the most famous of these gentlemen riders of the early days was Mr. Robert (later Sir Robert) Jardine of the princely Hong of Jardine, Matheson & Co. He was a keen amateur, but was unfortunate enough to break his leg in a race in 1850. Jardine's have been principal contributors to the development of racing in the Colony, and for many years rode ponies at the Annual Races, more often than not under the pseudonym of 'John Peel.'

Hong Kong has had many remarkable masters of the turf, and during ninety-odd years of racing history, scores of men have distinguished themselves on the local course.

It was, however, during the 'eighties and 'nineties that the Colony enjoyed its most constant succession of able riders, some of whom became specially famous, and their mastery of horsemanship is still recalled at the present day. Amongst them, "Wild Harry" Hitchings, J. A. Pond, "Pip" Reynell, M. Nickells, and T. F. Hough were perhaps the most outstanding, and were regarded as the strongest quintette of riders who have ever faced the starter on the Happy Valley course.

"Wild Harry" was exceptionally versatile on the turf. He was an American, a wiry man, possessing great physical strength, and as tough as leather. He always rode with very short stirrups—so short in fact that he hardly ever wore spurs. He was noteworthy, too, in his sparing use of the whip, and owed his success to his wonderful knowledge of pace, the remarkably light way in which he sat on his pony, and his muscular strength in forcing his mount with his legs and hands. He was a veritable genius on horseback.

Though he was such a skilful jockey he was not free from criticism. Once while on a morning gallop before the commencement of the races, a party of globe-trotters were among prospective speculators at Happy Valley, and

By Paul Gregory

as he came thudding down the course, the strangers in the crowd broke into peals of derisive laughter.

"Why, he doesn't know how to sit!" they exclaimed in chorus. "He looks like a monkey on a pole. If that is Hong Kong's crack jockey, they certainly haven't anything to boast about!"

But regardless of such ridicule, "Wild Harry" was universally considered to be a most remarkable horseman, and his style of riding was widely emulated by other jockeys of his day.

Reduces 21lb. For Race Meeting

J. F. HOUGH was celebrated in racing circles as the strongest rider ever seen in the Colony. He was a man of large frame, but so keen was his interest in the sport that he voluntarily went on a diet, reducing his weight by a stone and a half in order to ride in the races! His career as a jockey was unfortunately brought to an end in the races of 1894 when he broke his leg while riding a pony which bore the name of Vagrant. His injury was so severe that "J. F." as he was familiarly known, never again took part in public races.

Many other great gentlemen riders of the past might be noted. There were among others: G. C. C. Masters, who rode for many years, and like "Wild Harry" Hitchings rode with his stirrups short. So great was his success that in 1908 he won nine races for Mr. (afterwards Sir Hormusjee) Mody, "riding animals that any other man would have been proud to get a third place on."

His contemporary, Morton Jones, an Australian, was also a hard rider. He, too, had many successes on the turf, and was noted for his peculiarity of kicking his feet free from his stirrups in order to use his spurs to better advantage.

W. S. Dupree, Wakeford Cox, J. C. Cummings, "Tiny" Medwood,

and J. A. Hayes were also horsemen of exceptional ability. Hayes, who was specially well-known, had a record of 12 wins on ponies owned by Mr. Mody, including the Maidens, the Derby, and Champions.

Trio Who Made Racing History

THERE was also Mr. Eric Moller, who with the Brothers Burkill—A. W. and the redoubtable "Chuck"—made racing history in Hong Kong.

In more recent years, L. G. Frost and A. J. P. Heard enjoyed reputations of being highly successful riders.

In 1932 Leo Frost recorded 51 wins at Happy Valley—a record that stands to-day.

The long traditions of the local turf are being well maintained at the present day by an equally formidable contingent of skilful riders.



JOCKEY CUP WINNERS

Following is a list of winners of the Jockey Cup over the last 10 years:—

- 1931—Chara, late King at Arms (Bramwell) in 2.06.1.
- 1932—King's Justice (Butler) in 2.03.2.
- 1933—Weybridge (Black) in 2.05.4.
- 1934—Charming Star (Yue Shun-wa) in 2.10.3.
- 1935—Soldier of Germany (F. F. Li) in 2.02.1.
- 1936—Royal Highness (Cheape) in 2.17.1.
- 1937—Royal Highness (Harris) in 2.02.3.
- 1938—Rob Roy (Yuen) in 2.05.
- 1939—Sylvandale (Coppin) in 2.05.2.
- 1940—Bogey (Chiu Ki Fan) in 2.09.2.



AUSTRALIAN PONIES CHAMPIONS WINNERS

Following is a list of winners of the Australian Ponies Champions since the race was inaugurated in 1932:—

- 1932—Polar Star (Li) in 2.28.3.
- 1933—Night Star (Li) in 2.18.2 (Record).
- 1934—Bronze Era (Deitz) in 2.24.2.
- 1935—Able Amazon (D. S. Li) in 2.13.3 (Record).
- 1936—Able Amazon (D. S. Li) in 2.25.4.
- 1937—Strathroy (Black) in 2.10.3 (Record).
- 1938—Strathroy (Black) in 2.12.4.
- 1939—Lucky Lad (Needa) in 2.15.3.
- 1940—Far View (Pih) in 2.10.4.

WARREGO PLATE

This race, which is being introduced for the first time this year, is for Australian subscription ponies of 1941.

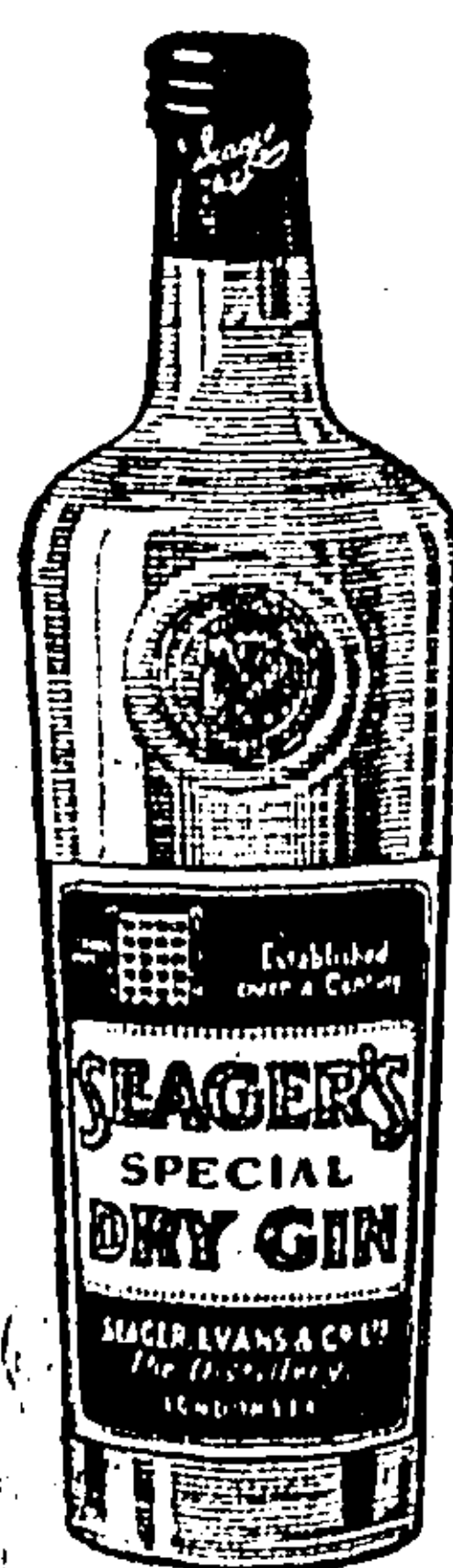
It is interesting to note that this is the first Annual Race Meeting which includes a two-mile race in the programme although two events, over the same distance, were held last year.

At the 10th Extra Meeting Piccadilly Jim, with Mr. L. B. Chao up, won the Queensland Handicap in 3.49.2, while two meetings later the same combination won the Canobie Lea Handicap in 3.42.4.

GRAND STAND STAKES WINNERS

Following is a list of the winners of the Grand Stand Stakes over the last 10 years:—

- 1931—Cyclamen Bay (Hill) in 1.30.
- 1932—Weybridge (Y. S. Chang) in 1.30.
- 1933—Brechtin (Clark) in 1.29.2.
- 1934—Electric Star (D. S. Li) in 1.32.1.
- 1935—Pontiac Bay (Frost) in 1.30.
- 1936—Bear Claw (Frost) in 1.30.
- 1937—No event.
- 1938—National Pride (Pih) in 1.28.2.
- 1939—Blue Express (Encarnacao) in 1.28.
- 1940—Mount Hope Bay (Black) in 1.21.2 (Record).



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PETAIN'S DILEMMA

The continued attacks upon Marshal Petain's government by the German-controlled press of Paris, admittedly with support from Berlin, plainly indicates the necessity, from the victors' viewpoint, of bringing further pressure to bear upon that obstinate soldier-statesman. Evidently he is not taking the German medicine as willingly as its compounders think he should; and he still holds the reins in unoccupied France. The new Constitution he has decreed documents and legalises his dictatorship. He can dismiss, punish and replace Ministers as he pleases. The consultative council with which he has replaced Parliament can be counted upon to do precisely what he tells it to do. Berlin, obviously, is uneasy as to how he will use his power.

The argument advanced in Vichy to make such a situation palatable is that a Petain dictatorship will be of great advantage in negotiating the peace terms which ultimately will end the present armistice, but apparently that does not satisfy the Germans. They probably begin to realise that there are two sides to that view. If Petain should demonstrate that he will act in consonance with a public opinion to be sensed rather than expressed, he will be strong; if he intends to force upon his people a cooperation with Germany antagonistic to their every instinct, the peace thus attained will endure only so long as there are sufficient German bayonets to uphold it. Nevertheless they still hope to use the Marshal, if they can.

The touchstone of his intentions, as the Germans see it, is what he intends to do about Laval. It is still insisted that Laval must return to the Cabinet in some capacity; otherwise further negotiations with Germany will bog down in hopeless deadlock. But Berlin wants more than that. It seems to be insisting upon the Marshal's granting power to this man whom all France, and the outside world to boot, regards as Hitler's willing tool in the defeated state. Petain's hesitation in going that far is the stumbling block. No one knows better than the Marshal himself how much vigilance

The British-American Connection

For the second time in our generation the American people are greatly concerned about a war which Britain is fighting, and Americans very much need to understand why their country should be so deeply involved in the fate of Britain. The accepted doctrines of international law and the usual formulae of American foreign policy do not help. For while in theory it is laid down that all foreign powers look alike to Americans and that with some do they have a special relationship, in practice they do not take this view.

Twice they have proclaimed neutrality and twice, when Britain was in great peril, they have gone to her support. The question which any sober citizen must ask himself is whether twice we have strayed from the true doctrine under the pressure of propaganda, or whether the doctrine of American indifference to the fate of Britain is not contrary to the real interests and, therefore, to the actual practice of the American nation. Are we misled by propaganda or are we compelled by realities?

If 1917 had been the first time and 1941 were only the second time we were involved in a great British war, a plausible case might perhaps be made out for the idea that the British-American connection is the work of propagandists. But the fact is that while Americans have quite easily remained neutral in most wars—for example, the Crimean, the Franco-Prussian, the Sino-Japanese, the Russo-Japanese, and the Balkan wars—there has never been a great war between Britain and the dominant power of Continental Europe in which Americans did not participate. Moreover, there has never been a serious crisis in American foreign relations—the so-called quasi-war with France, the Louisiana crisis with Napoleon, the War of 1812, the crisis of the Grand Alliance

which led to the Monroe Doctrine, the French invasion of Mexico, the Civil War, the Venezuelan affair, the Spanish War, the first World War, the conflict in the Far East and the Pacific, and now the second World War—in which our

By **WALTER LIPPMANN**

relations with Britain, co-operative or antagonistic, were not the paramount and decisive consideration in American foreign policy.

Surely, then, there must be something wrong with the theory of our neutral indifference to Britain, and something very superficial in the talk that propagandists have suddenly and recently invented the British-American connection. A relation so profound and so persistent and, in every practical test, so controlling must reflect enduring geographic, historic and political realities.

In fact, the relationship is ancient and is deep. Far from its being the work of recent propagandists, the British-American connection is a continual development since the end of the sixteenth century—since the defeat of the Spanish Armada gave the English-speaking men the control of the North Atlantic Ocean. For three centuries and a half, since the generation just before the English-speaking settlers began to come to this continent, the ocean between the British Isles and North America has been held by English-speaking men. This has meant that on both sides of the ocean, regardless of political forms, the same kind of civilisation established itself, and it has meant that, whatever the differences—often very serious—among the English-speaking peoples, their common interest has been so fundamental that they have always stood together against

any other power which threatened to invade the North Atlantic world.

The British-American connection was founded about a hundred years after Columbus discovered America—in fact, during the reign of Queen Elizabeth—after the triumph of British over Spanish sea power in 1588. Before that victory there was already a great Spanish empire in the Americas extending from Florida to Peru. But there were no English-speaking settlements. They were not begun until 1607 in the generation after the naval victory in the English Channel. Because that naval battle was not lost but was won, the ocean highway was opened to the settlement of Virginia and of Massachusetts Bay by men who spoke English and read the English Bible and adhered to the English common law.

This is the origin of the British-American connection—the common control of the North Atlantic which has insured the development of a common civilisation in the British Isles and in North America. Ever since this beginning the English-speaking peoples on both shores of the North Atlantic have in the end always stood together to expel other military powers from this region, to defend it against the entrance of any other military power.

Therefore, in every war between Britain and any European power seeking the domination of Europe and of the ocean highways to the rest of the world, Americans have participated. For, contrary to the general belief in this country, 1917 was not the first American participation in European affairs; the truth is that there has never been a great British war in Europe, and there have been many in which America was not involved.

In the sixteenth century, as we have seen, the British struggle with Spain decided the very possibility of the settlement of the United States by English-speaking men. In the next century, in the British struggle with Holland it was determined that New York should be New York and not New Amsterdam. Beginning in 1689 and ending in 1815 there were fought a great series of wars between Britain and France which determined that Canada and the Mississippi Valley and New England and the West Indies should belong to the English-speaking peoples. In all those wars Americans participated—in what we call in our history books, King William's War, Queen Anne's War, King George's War, the French and Indian Wars, and the quasi-war with France.

Thus, though Americans fought the British to win their independence in 1776, though they fought them in 1812, though the two nations have quarrelled dangerously over many matters, yet as against all other European powers that have had designs on this hemisphere or upon the control of the North Atlantic Ocean, they have since the beginning of our history stood together. They stood together against Spain from the days of the Armada, through the negotiations which led to the Monroe Doctrine, to the Spanish-American War of 1898. They stood together against the France of Louis XIV, of Louis XV, of Napoleon I, and, when in 1859 they did not at first stand together, Napoleon III invaded and conquered Mexico. They stood together against the European alliance of Prussia, Russia, Austria and France, against the Central European alliance under the Kaiser William II and now they are again standing together—against the Nazi empire of Adolf Hitler.

Is it conceivable that this history of more than three centuries is the work of clever propagandists and warmongers? Is it not evident that the British-American connection could not be so persistent if it were not always renewed by the compulsion of geography and by the ties of an indissoluble and irreversible history? Can any small and superficial explanation account for the fact that the English-speaking peoples in the North Atlantic, whatever their differences among themselves, have always stood together when there was any serious threat from any other quarter?

'Planes For England

Bombers, bombers, bombers!

All the talk about American aircraft production for England seems to centre around bombing planes rather than pursuit ships. The layman is inclined to inquire why. It would seem that the smaller, faster fighters are what is needed to keep bombers off Britain, and these could be turned out more rapidly.

But from talks with technicians and military men several reasons for the procedure appear. In the first place, the British with their decentralised plants are almost cockily confident of their ability to turn out, even under fire, the Hurricanes, Spitfires or other pursuit types. Moreover, they are close enough to be able to adopt most quickly any changes of design and armament which combat experience shows to be needed.

Comparatively speaking, the design for bombers is more settled, more like the construction of the large passenger transport planes in which American builders have done exceedingly well, and apt to be able to make use of the mass production facilities of the American motorcar industry.

Finally, the large bomber types and even some of the medium bombers have enough fuel capacity and flying range to be capable of being flown across the Atlantic to the fighting zone; whereas the pursuit planes, being built for relatively short flights, must be taken over in cargo vessels.

will be required to insure that the aid he perforce denies to Britain shall not covertly be extended to her bitter foe.

Hence, one will hear more soon about the four-engine flying boats of the PBV series which are already being delivered in some numbers by the Consolidated Aircraft Company of San Diego, Calif., either by way of Bermuda or over the North Atlantic. As the fogs lift in the spring, the ten-hour northern route from Newfoundland will become more and more usable. By May it is expected

By **Tully Nettleton**

ed that the Boeing Company of Seattle will be in production with its "flying fortress."

Thus far the American plane most heard from in English use is the Lockheed-Hudson, not primarily a combat plane but a reconnaissance or patrol plane of great manoeuvrability and usefulness. A new model of this plane is on the way.

In the field of medium or dive bombers, called "attack" planes by the American Army, the British are receiving supplies of the Douglas DB-7 and Martin 167, both ordered originally by the French. The factories reportedly are turning out about three a day of each of these models, in addition of which the Douglas Company will eventually have the production of its new plant and Martin will have an added plant at Omaha, Neb. The new Martin B-26 bomber is to draw extensively on the automobile industry for parts.

At Buffalo, N.Y., the Curtiss division of Curtiss-Wright is producing eight fighter planes a day for Britain, according to recent announcement. These are of the single-engine P-40 type. Production on the Lockheed P-38 and

the Bell Alracuda pursuit types apparently depends in large part on engine production, particularly production of the relatively new liquid-cooled Allison engine on which the General Motors plant of Indianapolis has reached an output of around 300 a month.

The much larger and longer established production of high-horsepower aviation engines in the United States is in the air-cooled types, with Wright Aeronautical and Pratt & Whitney as the principal manufacturers. Each has a current output in the neighbourhood of 1,000 motors a month, with additional facilities under construction.

Within four or five months the Packard Motor Car Company expects to be in production with its edition of the Rolls-Royce Merlin engine. Shortly afterward Henry Ford will be turning out some of the 4,000 Pratt & Whitney-type engines which he has contracted to build for the War Department, and within the year Buick also will be producing Pratt & Whitney engines and Studebaker will be building Wright engines.

Actually the total reported production of 799 military aeroplanes in December exceeded a schedule which forecasts deliveries of 1,500 planes a month at the middle of 1941 and of 30,000 planes for the full year of 1942. On a conservative basis of one-half of American production to Britain, T. P. Wright, Defence Commission consultant, calculated that parity in total air forces between Britain and the Axis would be reached early in 1942. Since it is proving possible to allot more than half to Britain, the turning point may come sooner.

What we see to-day is what the British and the Americans have always in the end been compelled to see—that both must survive and be strong or neither can be truly secure and independent. When the British and the Americans have seen this truth clearly, both have profited immensely; when they have lost sight of it temporarily, they have suffered seriously. They saw the truth clearly in the first phase of Napoleon and we obtained Louisiana. They saw it clearly in the Canning-Rush negotiations and Latin America was guaranteed its independence. The British did not see it clearly in 1859, and Louis Napoleon was permitted to invade Mexico; they did not at first see it clearly during our Civil War and the British ruling class very nearly connived at the destruction of the Union. They saw it clearly in 1898 and stood between us and the intervention of Germany on the side of Spain. In 1917, but only when the situation was grave, we saw that the survival of Britain was an American interest. In 1941 once more, but again slowly, dimly and tardily, we see that the survival of Britain is an American interest.

The testimony of experience is more revealing than abstract theorising, private wishing, and ancestral prejudice: that testimony is conclusive that the North Atlantic Ocean joins the British Isles and North America in one inseparable system of security. Thus the British are the first line of our defence and we are the final citadel of the British defence against all who invade the ocean which connects the homelands of the English-speaking peoples.

Bringing Up Father

By George MacManus



MEET AT
THE
Gloucester Hotel
AFTER
THE RACES
IT PLEASURES BOTH
WINNER AND LOSER

The Advent Of The China Pony

Introduction Marks New Milestone In Jockey Club Progress

By "Paul Gregory"

THE wide interest in horse-racing that has always characterised any British Colony is amply shown in the development of Hong Kong Jockey Club.

From a little band of a few dozen racing enthusiasts, who in 1845 launched the first meeting as an experiment, the Club has grown into a flourishing organisation with a membership of over 1,500 eager followers of the activities of the local turf. In addition to this, the Club caters to the sporting instincts of a large proportion of the Hong Kong public, who though not able to associate themselves intimately with racing, as active members, nevertheless are keenly interested in the sport, and attend the meetings in their tens of thousands.

The history of the Jockey Club proper commences with the year 1849, when the Race Committee, elated with the favourable response which had greeted their efforts during four years, decided to keep the records of the meetings on file, though the information furnished is rather meagre. Racing in Hong Kong had passed the experimental stage, and had already become as much a part of the life of the Colony as the commercial community itself; developing from the ramshackle judges' makeshift stand to the spacious, palatial structure of the present obviating the necessity of book-makers by the installation of the pari-mutuel.

Hong Principals On First Committee

THE original Race Committee included the heads of Jardine, Matheson & Co., Dent's and other firms, as well as naval and military officers and Government officials, who cherished the idea of putting into practice the highest traditions of the British Turf. How well they succeeded is shown by the words of an English visitor to the Colony who wrote:

"If any one is desirous of seeing good, straightforward horse-racing where there is no trickery, and where every horse is started and ridden to win, I am afraid he must go to Hong Kong."

In this case it would seem that Hong Kong led the world, or at least the British Empire, in establishing the highest standards of horse-racing, and, speaking generally, these conditions prevail to this day. The pure spirit of sport, untrammelled by professionalism, has been zealously maintained by the Jockey Club by means of fixed rules, many of which were laid down by the original Race Committee. One of these, which is still rigidly enforced, is the well-known regulation that all riders must be amateurs.

This and similar rules have acquired throughout the years a

preceptive force, the moral value of which cannot be minimised. Such a lofty conception of the obligations of the riders to the betting public, as well as the splendid sporting spirit in which racing has always been conducted in the Colony, are the principles on which such an enviable record has been built.

Few Occasions For Drastic Action

THIS "gentlemen's agreement" has been so well observed that during the entire history of some 90 odd years of horse-racing in Hong Kong, only on very few occasions has the charge of unsporting practice been made against a rider—a record which compares very favourably with that of turf clubs in other parts of the world.

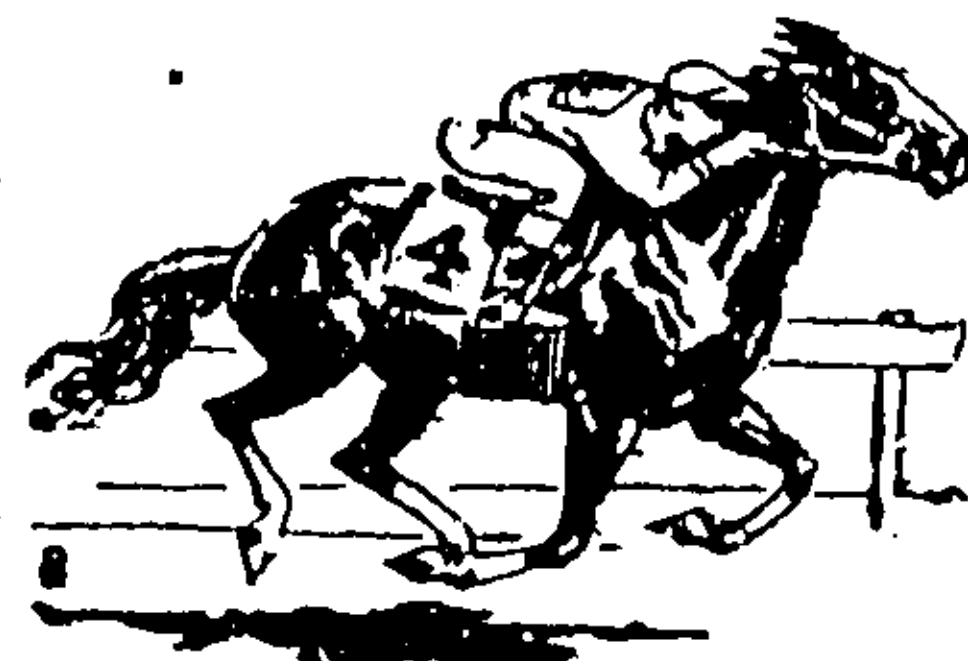
One outstanding incident occurred in the year 1883, when during an off day race a jockey was reported to the Stewards for pulling his pony. The circumstances would have called for the strongest disciplinary action had not the Stewards "accepted Mr. X's explanation of the reason that induced him to pull in his pony when it had a very good chance of winning."

The code of conduct maintained on the local turf has given a good lead to racing in Eastern Asia, and, as might be expected, the success of Hong Kong Jockey Club was the incentive for English residents in other parts of China and Japan to organise similar meetings, thus encouraging an interest in the sport, and endeavouring to foster like ideals. The British community in Peking was the first to follow suit, and their race-course was opened in 1865, stimulating the planning of another for Shanghai, Newchwang, Yokohama and other outposts. That of Yokohama has risen to fame, and its Jockey Club under the name of the Nippon Race Club is almost an exact counterpart of our local organisation. Its spring race meeting, April-May, is a popular event, sometimes attended by the Emperor himself.

Mongolian Ponies Solve Main Problem

FROM the 'seventies onward, Hong Kong Jockey Club has flourished like the Bay tree; during that decade, new events were added and the slow transition from the old to the new was finally accomplished.

China ponies for many reasons now became the choice of racing enthusiasts. Descendants of those hardy Mongolian ponies that galloped tirelessly down over the continent of Asia, sweeping like a menacing flood into the very heart of Europe itself, bearing upon their sturdy backs the fierce hordes of Ghengis Khan and Timurlane, they were acclimatised to this treacherous climate which took such a sickening toll of lives, both human and animal.



With the adoption of such mounts, racing became more popular than ever. One may realise that as long as imported horses were raced on the local turf, the very fact that they were costly and prone to suffer with the stifling heat and other ills, precluded the erection of new racing-stables, but with the introduction of these sturdy Mongolian ponies, which could be procured in vast numbers at comparatively low cost, racing became a sport in which even those with slender purses might endure.

Owner riders began to increase and public interest rapidly grew as the race-meetings became larger and more frequent. Finally, after the amalgamation of the Gymkhana Club with the Jockey Club, extra meetings were arranged until racing has become almost an all-year-round sport, with Chinese patrons evincing a keener interest, to the extent of owning, training and riding their own mounts, drawing vast crowds as colourful as any seen on any race-track in the world.

To-day, due to the difficulty in obtaining China ponies from the North, because of the hostilities, Australian ponies are being raced far more often than previously, and the experiment is proving an unqualified success.

TYRO STAKES WINNERS

Following is a list of winners of the Tyro Stakes over the last 10 years:—

- 1931—Fortune Bay (Hill) in 2.16.
- 1932—Doctor's Mandate (T. L. Wong) in 2.14.1 (Record).
- 1933—Tillicum (Hill) in 1.14.2.
- 1934—High Speed (S. W. Pan) in 1.16.2.
- 1935—Pontiac Bay (Frost) in 1.13.1.
- 1936—No event.
- 1937—No event.
- 1938—Cameronian (Encarnacao) in 2.02.
- 1939—Eve of Heaven (Marshall) in 1.07.2.
- 1940—No event.

LADIES' PURSE WINNERS

Following is a list of the winners of the Ladies' Purse over the last 10 years:—

- 1931—Apollo (Quincey) in 1.47.1.
- 1932—King's Bounty (Y. S. Chang) in 1.47.2.
- 1933—Glencagles (Frost) in 1.47.2.
- 1934—Diana Bay (Frost) in 1.51.1.
- 1935—Soldier of Britain (S. Y. Sun) in 1.44.4.
- 1936—Cossack's Beauty (T. L. Wong) in 1.58.3.
- 1937—Wild Life (Frost) in 1.46.4.
- 1938—Potentate (Fox) in 1.46.2.
- 1939—Red Feather (Wey) in 1.45.2.
- In 1940 this event was open to Australian ponies and resulted as follows:
1940—Ajax (S. C. Liang) in 1.36.2.

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British Offer To Land Army To Defend Salonika

Refused For Moment

(SPECIAL TO "CHINA MAIL")

IT WAS REPORTED IN LONDON YESTERDAY THAT GREECE HAS REFUSED AN OFFER TO LAND BRITISH TROOPS AT SALONIKA IMMEDIATELY.

The Greek Minister, M. Charlampos Simopoulos, is said to have told Mr. Churchill that Greece does not desire a British landing until and unless the Germans actually invade Greece.

Earlier in the day Mr. Churchill, conferring with the Japanese Ambassador, strongly reiterated British opposition and inferentially, a parallel United States stand, against any Japanese expansion south.

IN THE ABSENCE OF THE FOREIGN SECRETARY, MR. EDEN, WHO IS IN CAIRO, MR. CHURCHILL HANDED THE AMBASSADOR A WRITTEN REPLY TO MR. MATSUOKA'S MEMORANDUM REGARDING FAR EAST MEDIATION. — INTERNATIONAL NEWS SERVICE.

Ribbentrop In Lengthy Conference

[SPECIAL TO "CHINA MAIL"] The Japanese Ambassador to Berlin, Lt-General Oshima, and the German Foreign Minister, von Ribbentrop, held a lengthy conference yesterday at the latter's country estate.

It is expected that as a result of the conference there will be intensified Japanese activity in the Far East.

It was pointed out that the conference took place even before the Japanese Ambassador had presented his credentials to Chancellor Hitler.

British action in Singapore is reported to be among the items discussed. — International News Service.

Belgrade Incident

The police emptied a cinema in Belgrade yesterday following a pro-British demonstration during the showing of a news-reel in which the British King and Queen were shown.

This action was taken after three official warnings had been given without effect and repeated attempts by the managements to restrain the audience had also failed.

Showing of the news-reel concerned has now been banned. — Reuter.

EXTRAORDINARY GAYDA STORY

[SPECIAL TO "CHINA MAIL"]

In an article yesterday, Virginia Gayda, Mussolini's mouth-piece, violently attacked Britain and charged that Britain tried to invade Italy at the time the latter entered the war. Hence the reason Italy entered the conflict without preparation, says Gayda. — International News Service.

MR. CHURCHILL'S FRANK TALK WITH MR. SHIGEMITSU

Reuter's diplomatic correspondent learns from well-informed Japanese circles in London that the interview between the Japanese Ambassador and Mr. Churchill yesterday was very fruitful and should greatly contribute to dissipate certain misunderstandings that have arisen between the two countries. — Reuter.

JAPAN PREPARED Diet Told

The Japanese navy has already worked out a plan which takes into full consideration American developments in the Pacific, the Vice-Minister for the Navy told the Diet in Tokyo yesterday.

Moreover, he pointed out, the American programme called only for the expenditure of \$240,000,000 on their fortifications in the Pacific, including Guam Island.

He added: "Japan will not feel any serious menace to her national defence from fortifications on such a scale." — Reuter.

HULL BOMBED, SAYS BERLIN RADIO

[SPECIAL TO "CHINA MAIL"]

Berlin radio claims to have dropped sixty tons of bombs over Hull yesterday in an attack of nearly blitz-like proportions and that extensive damage was done. This report follows earlier claims that a British vessel of 10,000 tons had been sunk and another of 4,000 tons crippled. — International News Service.



Mr. D. Black after winning his first race this meeting, up on Viceroy. Mr. Black has had much better success, but Viceroy had to be content to-day with third place in the Australian Champions to Sapper and Distant View

FUNG KWOK-WAH SUCCUMBS

FROM LYSOL POISONING and severe throat wounds, allegedly self-inflicted, Mr. Fung Kwok-wah, 32-year-old compradore of the Green Island Cement Company, died at 9.10 a.m. to-day in the Kowloon Hospital, about five and a half hours before the time arranged for the burial of his wife.

Well-known in sporting circles, being a popular amateur jockey and an all-round sportsman, Mr. Fung Kwok-wah was alleged to have killed his wife by attacking her with a chopper on Sunday night in their bungalow near Customs Pass.

After the attack, he appears to have taken a dose of Lysol after cutting his throat.

Strained Relations

Investigations into the tragic affair have revealed that Mr. Fung and his wife had not been on good terms recently and had in fact sought legal advice on Friday to make arrangements for a separation.

Police theory is that the attack on Mrs. Fung was made in a fit of anger during a discussion between the couple, and that Fung Kwok-wah took his own life when he realised what he had done.

WASHINGTON ENQUIRING

THE GERMAN CLAIM TO HAVE SUNK A STEAMER CALLED "CANADIAN CRUISER" IS BEING INVESTIGATED. MR. SUMNER WELLES, U.S. ASSISTANT SECRETARY OF STATE, DECLARED YESTERDAY.

THE STEAMER WAS SAID TO BE FLYING THE UNITED STATES FLAG AND TO BE CARRYING UNITED STATES MARKINGS. — REUTER.

U.S. ARMY VOTE

President Roosevelt is asking for over \$3,000,000,000 for the Army's emergency defence needs.

Actual sum requested is \$3,812,000,000. It is an additional appropriation for the balance of the

EIRE BASE NEGOTIATION STORY BASELESS

[SPECIAL TO "CHINA MAIL"]

It was reported from Dublin yesterday that there is no basis or foundation for the report that President Roosevelt and Mr. Eamonn de Valera were negotiating for bases in Eire.

— International News Service.

LAVAL STILL NOT IN

[SPECIAL TO "CHINA MAIL"]

Marshal Petain yesterday announced a new reorganisation involving five members of the Cabinet and ten State Secretaries.

Admiral Darlan, as Vice-Premier executing Marshal Petain's decisions, also takes the portfolios of Interior, Foreign Affairs, Navy and Information.

General Huntziger is given the posts of Aviation Minister and War Minister.

M. Yves Bouthiller becomes Minister of Economics and Finance.

M. Pierre Gaxiot is appointed Minister of Agriculture and M. Joseph Barthélemy, Minister of Justice.

State Secretaries have been appointed to administer relations with Germany, work and industrial production. — International News Service.

current fiscal year and includes \$292 million to expedite the production of equipment and supplies, and \$888 million for the Air Corps. — Reuter.

LEASE AND LEND DELAY FEARED

[SPECIAL TO "CHINA MAIL"]

Members of the U.S. Administration yesterday virtually abandoned hope of obtaining a final vote on the Lease and Lend Bill by March 1 when opponents of the measure reiterated demands for a "full debate."

Confronted with a threatened filibuster the sponsors of the Bill are reported to be convinced they will not obtain a showdown before Wednesday.

The Administration desire to avert increased bitterness and to present a picture of greater Senate unity.

Senators LaFollette, Clark and Danaher assailed the Bill, branding it as a "war" measure. — International News Service.

Campaign Threat

The Isolationist leader, Senator Wheeler, told pressmen yesterday that if the Lease and Lend Bill was passed, its opponents would conduct a coast to coast campaign in an effort to keep the United States out of war. — Reuter.

CHOLERA CASES

Four cases of cholera last week and four further cases during the period February 22-24 inclusive were announced by the Medical Department to-day.

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CONFUSION BAY WINS CHAMPIONS IN GRAND RACE

(Continued from Front Page.) start otherwise it might well have won. Iron Beauty was fourth.

Third Time Unlucky

Heavy rain was falling when nine of the 19 entries accepted for the Ladies' Purse, which was over two miles, thus marking the first occasion which a race over this distance has been included on the Jockey Club's Annual Meeting programme.

Piccadilly Jim, winner of both the two other two mile events previously held—at Extra Meetings last year—was again taken out by Mr. Chao and was in great demand, having half the win tickets on it.

Devon was out at the start as if it was attempting a runaway win and some distance behind came A Roaring Time with Springhurst, followed by Brutus, Triumphant Day, Busylight, Piccadilly Jim, Connieber and Vixen Tor, which was being held in several lengths further behind. Going into the back straight Devon's big lead had been decreased to four lengths. A Roaring Time being second, three lengths ahead of Connieber. Passing the stands for the second time Devon, on the outside, was half a length ahead of A Roaring Time, rails, with Connieber less than a length away.

Going up the back straight for the last time Busylight stopped and Mr. Moller went back to the paddock. The pony had apparently gone lame.

Triumphant Day went up quickly at the Rock, but Connieber was leading and going away from the field at the 1 1/4-mile starting gate, where it was leading by two lengths. It was first into the home stretch, but Brutus and Springhurst were coming up fast, and Brutus, which had been cleverly nursed by its owner-rider, went on to win comfortably by three lengths and pay \$64.70. Springhurst was second and Connieber third, only half a length away to pay its 57 supporters \$94.20 each. Piccadilly Jim was fourth.

Spectacular Debut

The Jockey Cup provided a real upset when none of the first seven favourites placed.

Advancing Time was out in front at the football stands followed by Jane Doe, Rose-Queen, Guinness Time and Celtic Star. At the 1 1/4-mile starting gate, however, Rose Evelyn had shot into the lead and looked every inch a winner. In the home stretch, however, Gladiator (Mr. Chattey) came through perfectly to win by half a length from Potentate (Mr. Chiu Ki-fan) and pay a dividend of \$102.70. Galveston Bay (Mr. Yui, who was making his debut on the track) was third and paid \$128.20. Emergency Unit was fourth and Eve of Folly fifth.

Advancing Time, Jane Doe, Potentate, Strathbannock and Rose Jane, which finished sometime after the others, were heavily backed but finished nowhere.

Mr. Black's Fine Win

The Warrego Plate saw the

favourite beaten by two lengths over two miles.

Angel of Glory set a fast pace at the start, followed by King's Flight, second favourite, Casino and Moonlight, which went up quickly on the rails to take third place to Angel of Glory and King's Flight at the football stands. At the Rock Angel of Glory was still leading, followed a length behind by King's Flight, which was another length ahead of Moonlight. At the 1 1/4-mile starting gate, however, Moonlight faltered and was not again among the leaders. Passing the stands for the second time Angel of Glory was still leading, followed by King's Flight, Corsair and Santa Anita.

At the football stands Santa Anita, the favourite, had gone up to second place to King's Flight and Angel of Glory was third. At the Rock Santa Anita had established a big lead over King's Flight, which appeared to have shot its bolt. Never-Never, however, was then beginning a challenge that was to take it to a two lengths victory, with Corsair third and The Hawk fourth.

Mr. Black showed very fine judgment throughout this race and fully deserved his success.

Friday was withdrawn after being found lame in the paddock.

Purse Presentation

Just before the tiffin interval Miss Joan Smalley presented Mr. G. Treverton, who won the Ladies' Purse on his own pony Brutus, with the purse.

Mr. T. E. Pearce, Chairman of the Stewards, introduced Mr. Treverton to Miss Smalley and after he had received the trophy the successful jockey—and he rode an excellent race—presented Miss Smalley with a beautiful bouquet and escorted her to luncheon in Sir Vandeleur Grayburn's box.

In Correct Order

The weather had cleared slightly after tiffin and the sun was attempting to break through, but there was a cold wind blowing and the attendance, though slightly better than prior to the interval, was below expectations.

Mr. Tinson's Longdon (Mr. Noodt) was made favourite for the Adelaide Handicap and, despite being poorly placed in the early stages, it never looked like losing when it shot to the front in the back straight, robbing Surprise Again of the lead and going on to win by 5 lengths from Roofly, second favourite. The third favourite, A Good Time, was third and Ruby Star fourth.

Favourite Fast

The Austral Hopeful Stakes attracted only four of the 35 entries and, curiously enough, Gallant Fox was made favourite despite no previous form to justify such confidence.

Though there were only four runners the start was a poor one, Mountain View being left badly and National Courage being little better off. At the football stands Gay Fox was in the lead followed by Marsh Warbler, National Courage and Mountain View, and the only change in this order in

FOUR POWER PACT IN PACIFIC SUGGESTED

The formation of a four-power alliance in the Pacific, comprising Britain, the United States, Australia and the Dutch East Indies, is suggested by the influential Chinese daily, the Chungking edition of the "Ta Kung-pao."

The journal points out that in their mutual interest, these four Pacific powers must combine to preserve their possessions, rights and interests in the Pacific. — Reuter.

The back straight was Mountain View third. Passing the stands for the first time Gay Fox, running on the outside, was leading followed by Marsh Warbler, a head behind, and there was no difference at the football stands, where Mountain View was three lengths behind.

Going up the back straight Mr. Pih whipped Mountain View and the Lan candidate was leading at the Rock and led Marsh Warbler by a length into the home straight, only to feel the effects of his early challenge and be beaten by 2 1/2 lengths by the second favourite National Courage was many lengths behind and Gay Fox was some distance further behind.

The Champions

The Champion Stakes did not attract any of this year's griffins and Mr. T. K. Li's O-Lan, which smashed Liberty Boy's 1 1/4 miles record in the Challenge Cup event a week ago yesterday, was made the favourite, with Confusion Bay, also of the same stable, second in demand.

Burford was an unexpected absentee, and Mr. Black was again on top of Confusion Bay, which gave him many successes in Mr. Dunbar's colours—it was ridden by Messrs. Pih, Needa and Yuen in its three previous outings this year.

Racylight dashed away into a big lead, followed by Navylight, Dupont Bay, Confusion Bay and Eve of Harvest. Going into the back straight, Racylight was leading by 12 to 15 lengths, but the field were closing in on it by the time the Rock was reached, where O-Lan was lying last, Confusion Bay produced a brilliant burst of speed at the 1 1/4-mile starting gate and succeeded in passing Racylight 50 yards from the post to win by 2 lengths from Navylight, which beat O-Lan by a length. Racylight was fourth and Eve of Harvest fifth.

This was Mr. T. K. Li's first Champions success, while champion jockey Don Black also recorded his first triumph in this classic.

Confusion Bay, which has always been regarded among the first flight China ponies, despite a disappointing Derby debut, was originally owned by Mr. L. Dunbar, winner of eight Champions events in nine years—Mrs. Dunbar won on the ninth occasion.

The Black-Confusion Bay combination has always proved a most reliable one and Mr. Li will no doubt retain it whenever possible.

Sapper's Triumph

Mrs. A. E. Grasett's Sapper (Mr. Davis) was made favourite for the Australian Ponies Championships, but there were many who thought the hitherto unbeaten Distant View (Mr. Pih) would do the trick.

Distant View went out into the lead and was leading by five lengths when passing the Stands for the first time, Sapper, Viceroy, Fleetwing and Baffin Bay following in that order. In the back straight Sapper moved up and was only a length behind Distant View at the 1 1/4-mile starting gate, where Viceroy was overtaken by Fleetwing. Sapper gained on the bend into the straight and won convincingly by three lengths, while Distant View was 5 lengths ahead of Viceroy, which had made a comeback to beat Fleetwing. Baffin Bay, some distance further behind, was last.

H. E. Major-General A. E. Grasett was given a big ovation when he led in Sapper after the race.

This was Mr. Daffy Davis's first Australian Ponies' Championships success, although he has had a Derby win, on Herod, and he richly deserved his triumph.

Oolong Beaten

Oolong received his first defeat in the tenth race of the day, on Joe-

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STOP PRESS

It was learned in London this morning, says Reuter, that both Britain and the United States have warned Japan of the dangers of any further southward drive.

Britain communicated this warning through Mr. Shigemitsu, the Japanese Ambassador (who had an interview yesterday with Mr. Winston Churchill personally) and through diplomatic channels in Tokyo, while the United States Government has taken identical action. — Reuter.

12.—BLUE MOUNTAINS PLATE.—(Second Section). One Mile.

Lee Bros.'s Lex Forl, 152 lb.	(M. M. Sokoloff)	1
Lucky's Sydney Lady, 152 lb.	(H. J. A. Hearne)	2
C. H. Chan's Bugle, 149 lb.	(C. B. Moller)	3

15 Starters. Won by 1 1/2 lengths; 1 1/2 lengths: Time: 27, 54.4, 1.23, 1.53.

Parimutuel, winner \$19.60; places, 1st \$5.86; 2nd \$5.50, 3rd \$5.40.

Cash Sweep

Race 12

No. 5528	\$3208.10
" 6929	916.60
" 5309	458.30

Unplaced runners (\$50 each). Nos. 6613, 6541, 6180, 6345, 2432, 4146, 6198, 5178, 4812, 3658, 1519, 5361.

keyship. Yesterday, Mr. Needa gave his mount on Oolong to M. M. Sokoloff, and so gave him an easy winner. To-day he gave the ride on Oolong to Mr. G. Pollock, a well-known Shanghai owner-rider and a Steward of the Shanghai Jockey Club, an elderly rider. The result was that many punters switched their bets, although Oolong went to the post a strong favourite.

Mr. Pollock took him out in front at the start, with Velvetlight close behind. Mr. Needa's attempt to get out in front on Oolong to set the pace failed.

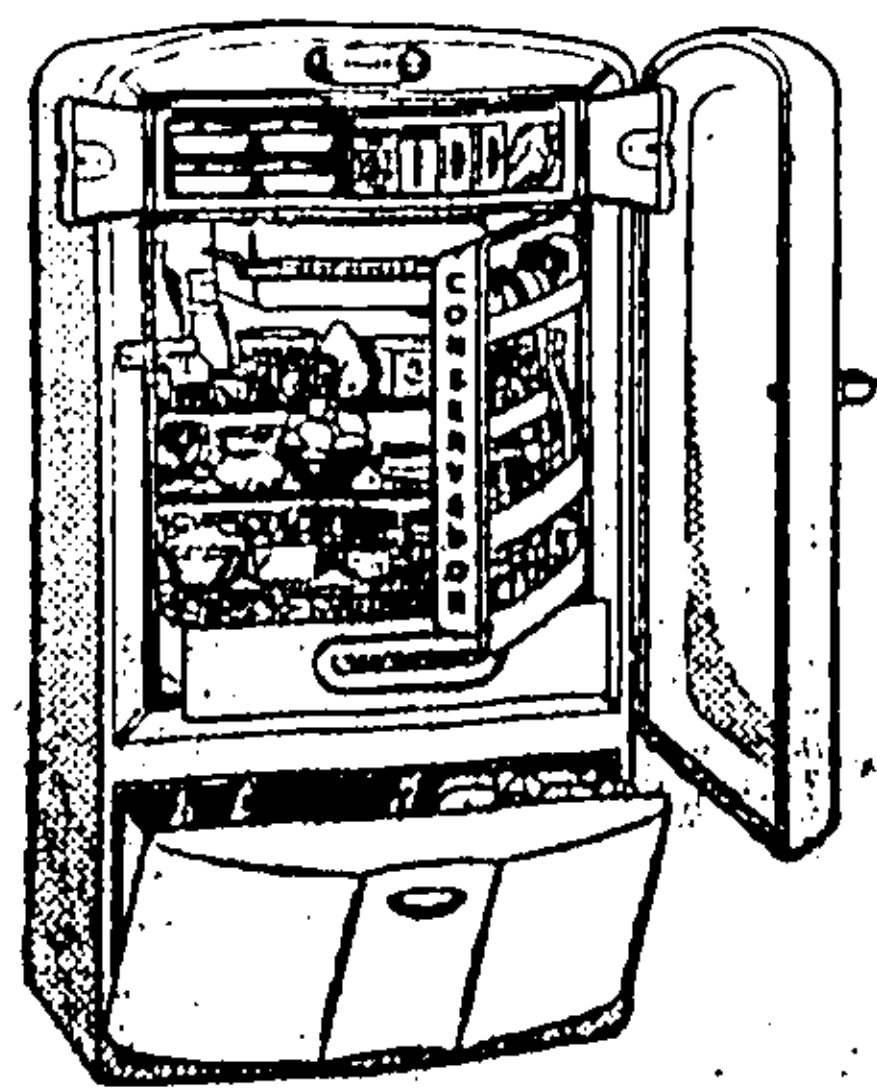
World Fair View overtook Oolong and at the Rock Oolong was out in front a length from Velvetlight, with World Fair View challenging.

Velvetlight began to come through on heading the back straight while World Fair View dropped backed. A grand neck and neck fight between Velvetlight and Oolong in the straight roused the stands to a high pitch of excitement. Velvetlight, however, grandly coaxed by Moller, gradually got the upper hand and won by half a length. Charlesber was third many lengths away.

Another Moller Win

In an indifferent start, Hascossy shot out in front, Misty View, among the more fancied candidates, being left in the rut. Hascossy led into the straight when Moller challenged from a favourable position and just managed to get home by half a length. Nomine Poenae had the lead in the straight for a short time, and pipped Hascossy by a short head for second place.

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